The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4210. 日一十月三年九十二緒光 WEDNESDAY, APRIL 8, 1903. 三拜禮 號八月四英港香 $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND „ 9,060,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 1 th March, 1903 [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $15,500,000
Silver Reserve$ 5,500,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
G. Balloch, Esq. | H. Schubart, Esq.
Hon. C. W. Dickson. | E. Shellim, Esq.
E. Goetz, Esq. | Hon. R. Shewan.
G. H. Medhurst, Esq. | N. A. Siebs, Esq.
C. Michelau, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 25th March, 1903. [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 19th November, 1902. [15

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [961c

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold
PAID UP CAPITAL$2,000,000
SURPLUS AND UNDIVIDED PROFITS.$5,180,000

Gold $7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, *Manager*, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2% per annum.
On Fixed Deposits:
For 3 months 2½ % per annum.
„ 6 „ 3½ „
„ 12 „ 4 % „

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [698d

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in, ...Gold $4,000,000...£ 820,000
Surplus (Reserve) Gold $4,000,000...£ 820,000

Total Gold $8,000,000...£1,640,000

Capital and Surplus authorised, Gold $10,000,000 =£2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issue Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ % per annum.
„ 6 „ 4 % „
„ 3 „ 3 % „

HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS.

CHARLES R. SCOTT,
Manager.

Hongkong, 7th April, 1903. [1000

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
½ % per Annum Fixed Deposits for 3 months.
1 % „ „ 6 „
1½ % „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£650,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ...3½ „
„ „ „ 3 „ ...2½ „

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [10

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Coromandel*	C. D. Bennett, R.N.R.	About 10th April.	Freight or Passage.
LONDON, &c.	*Chusan**	C. L. Daniel	Noon, 11th April.	Freight or Passage.
LONDON and ANTWERP†	*Java*	G. W. Gordon, R.N.R.	Noon, 15th April.	Freight or Passage.
S'PORE, C'MBO and BOMBAY§	*Pekin*	C. R. Longden, R.N.R.	About 18th April.	Freight only.

* (See Special Advertisement).
† *Vid* SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.
‡ *Vid* SHANGHAI and KOBE. (Passing through the Inland Sea).
§ (Calling at PENANG if sufficient inducement offers).

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th April, 1903 [4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
†*SACHSEN*	WEDNESDAY, 15th April.
**KIAUTSCHOU*	WEDNESDAY, 29th April.
BAYERN	WEDNESDAY, 13th May.
ZIETEN	WEDNESDAY, 27th May.
STUTTGART	THURSDAY, 11th June.
ROON	THURSDAY, 25th June.
PREUSSEN	THURSDAY, 9th July.
**HAMBURG*	THURSDAY, 23rd July.
PRINZ HEINRICH	THURSDAY, 6th August.

* Steamers of the Hamburg-Amerika Linie.
† Calling at AMSTERDAM.

ON WEDNESDAY, the 15th day of April, 1903, at NOON, the Steamship "SACHSEN," of the NORDDEUTSCHER LLOYD, Captain W. Franke, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 2nd April, 1903 [563c

Intimations.

NOTICE!!!

Genuine FIRST HAND Pianos
BY THE FOLLOWING LEADING MANUFACTURERS:
COLLARD & COLLARD
BROADWOOD
STEINWAY
DORNER
CHALLEN.

CAN ONLY BE OBTAINED FROM
LANE, CRAWFORD & CO.,
Their SOLE AGENTS in Hongkong.

In consequence of the NUMEROUS FRAUDS practised on the Public by Makers of COUNTERFEIT PIANOFORTES forging the names of the well known firm of COLLARD and COLLARD upon them, the latter have adopted the precaution of supplying with each Pianoforte a CERTIFICATE of AUTHENTICITY Signed by their firm, and it is earnestly requested that purchasers to AVOID imposition will BEFORE PURCHASING insist on its production, and satisfy themselves that the number and description of the instrument correspond with the particulars in the Certificate.

LANE, CRAWFORD & CO.

Hongkong, 18th March, 1903. [732c

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH CO.,
VIENNA,
THE INVENTORS OF INCANDESCENT GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

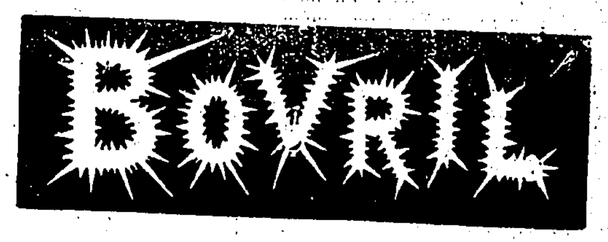
954c]

Intimations.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis. [C



JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

*CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong
563c]

THE DISTILLERS Co., LIMITED.

GIN.
"OLD TOM"
"DRY"
Per Doz. - - $9.00

D. C. L.

WHISKY.
Per Doz. - $16.50

SOLE AGENTS:
H. PRICE & Co.,
12, Queen's Road.

Hongkong, 26th January, 1903. [952c

ESTD 1804 TRADE MARK

Hocks and Moselles

FROM

DIENHARD & CO.,

Telephone No 75.

OBLENTZ.

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
16, Queen's Road.

Hongkong, 31st March, 1903. [22

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.
Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to
THE MANAGER.

Hongkong, 1st November, 1902. [1339c

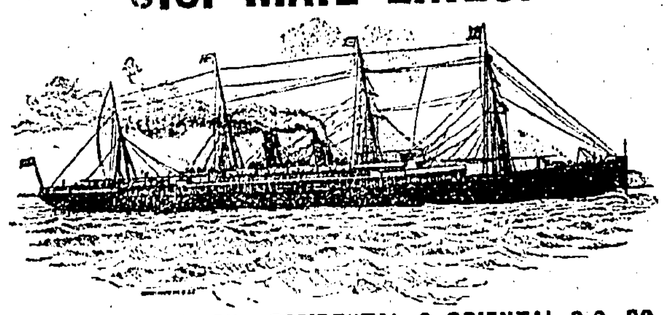
HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 58.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [17

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	SATURDAY, 11th April, at Noon.
"SIBERIA"	SATURDAY, 18th April, at Noon.
"COPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CHINA"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 11th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 1st April, 1903. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"...	6,000 Tons		WEDNESDAY, 22nd April.
" "TARTAR"	4,425 "		WEDNESDAY, 6th May.
" "EMPRESS OF JAPAN"...	6,000 "		WEDNESDAY, 13th May.
" "ATHENIAN".....	3,882 "		WEDNESDAY, 27th May.
" "EMPRESS OF CHINA"...	6,000 "		WEDNESDAY, 3rd June.
" "EMPRESS OF INDIA"...	6,000 "		WEDNESDAY, 24th June.
" "EMPRESS OF JAPAN"...	6,000 "		WEDNESDAY, 15th July.
" "TARTAR"	4,425 "		WEDNESDAY, 22nd July.
" "EMPRESS OF CHINA"...	6,000 "		WEDNESDAY, 5th August.
" "ATHENIAN".....	3,882 "		WEDNESDAY, 12th August.
" "EMPRESS OF INDIA"...	6,000 "		WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Pedder's Street.*

Hongkong, 13th March, 1903 [2

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
KONIGSBERG. ... Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	14th April.	Freight and Passengers.
SAMBIA..... Schmidt	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG).	21st April.	Freight.
SERBIA..... Delnat	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th May.	Freight.
SAXONIA Brehmer	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	19th May.	Freight.
SEGOVIA Forck	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	2nd June.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 7th April, 1903. [9

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,		Captain H. D. Jones.
" "POWAN,"	2,338 "		" G. F. Morrison, R.N.R.
" "FATSHAN,"	2,266 "		" J. J. Lassids.
" "HANKOW,"	3,073 "		" C. V. Lloyd.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons,.....Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 2 P.M. } Sunday excepted.
Do. from Macao to Hongkong daily at about 8 A.M. }

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, ...Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7 30 A.M.

JOINT SERVICE OF THE H.K., C. AND M. STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	567 tons,		Captain R. D. Thomas.
" "SAINAM,"	588 "		" B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 26th March, 1903. [37e

Intimations.

BANK HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 10th and 13th instant, respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, T. G. COCHRANE, Acting Manager, Hongkong.
For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED, H. PINCKNEY, Acting Chief Manager.
For the MERCANTILE BANK OF INDIA, LIMITED, E. W. ORMISTON, Acting Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE, Hongkong Agency, GASTON MAYER, Acting Manager.
For the YOKOHAMA SPECIE BANK, LIMITED, TARO HODSUMI, Manager.
For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.
For the DEUTSCH-ASIATISCHE BANK, H. FIGGE, Manager.
For the RUSSO-CHINESE BANK, J. W. R. TAYLOR, Manager.
For the GUARANTY TRUST CO. OF NEW YORK, E. F. GROS, Acting Manager.
For the INTERNATIONAL BANKING CORPORATION, CHAS. R. SCOTT, Manager.

Hongkong, 6th April, 1903. [430

WANTED.

INSTITUTION of ENGINEERS and SHIPBUILDERS of HONGKONG. Wanted a MANAGER for above Institution. Apply to HON. SECRETARY.

Hongkong, 20th March, 1903 [358e

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE. Apply by Letter to BRO. FRANCIS, Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG, *SOAP MANUFACTURERS.*

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

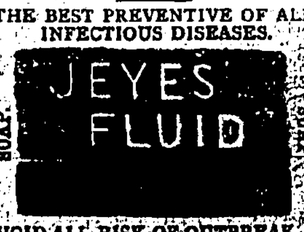
EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896 [8

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [29

Intimations.

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of the Members of the above Club will be held in the CITY HALL, on WEDNESDAY, the 15th APRIL prox., at 5 o'clock P.M.

By Order, J. GRANT, Secretary.

Hongkong, 31st March, 1903. [401e

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Speciality. Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902. [1399d

WREXHAM LARGER BEER.

To sample a pint is to try a dozen.

To drink a dozen is to order a case.

Drink no other.

If you do, it means a case!

SOLE AGENTS:

RITCHIE & Co.,

D, Des Vœux Road.

Hongkong, 7th April, 1903 [467d

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net $5.50 per Cask ex Factory.
In Bags of 130 lbs. Net $2.40 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st April 1903. [10

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass, Crocker Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED. *Nos. 1 & 3, D'Aguilar Street.* Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. [406d

MEE CHEUNG,

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN *Ice House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or Hongkong part of the Far East.

GROUPS AND VIEWS A Speciality.

Hongkong, 22nd September, 1898. [45

Intimations.

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

175d] Telegraphic Address: "BOA VISTA."

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR

Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY, Late Dakin, Cruickshank & Co., Ltd

368d]

GO TO THE

KOWLOON HOTEL,

KOWLOON.

R. F. DALY, Manager. J. W. OSBORNE, Proprietor.

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. 1256c

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,

BY ARTHUR CHAPMAN, GOVERNMENT ASSESSOR.

INTENDING Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to THE GOVERNMENT ASSESSOR, The Treasury.

Hongkong, 26th February, 1903 [236e

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITH'S, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nos. 24 & 26 Queen's Road Central [29

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents.— SIEMSSEN & CO.

Hongkong, 10th January, 1903 [595d

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, *QUEEN'S ROAD,* Watson's Building.

40.

FURNITURE WAREHOUSE.

LI KWONG LOONG 李廣隆

CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A.S. Watson & Co. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902. [1400d



SANG MOW.

DEALER IN Rattan Furniture, Bamboo Blinds and Matting of All Colours,

No. 45, Queen's Road, Central, Price Lists On Application. Orders Executed Promptly.

H'kong, 12th May, 1902. [145d

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.)

DEALERS IN Jewellery and Silks, Pearls and Jadestone Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

☞ Prices lower than other shops in the same line of business. [105d

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, $160 Per Annum.

PRIVATE LINES, By Arrangement

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS.

Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON, A.M. INST. C.E., Manager.

Hongkong, 2nd April, 1903. [20

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—

WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [16

AN EASTERN MONTE CARLO.

The current number of *Travel* has the following article by Mr. Eustace Reynolds-Ball on "Macao, the Monte Carlo of the Far East."

Quaint and picturesque is the old Portuguese city of Macao, which, though a decaying and almost moribund settlement from the commercial point of view, is the seat of a highly lucrative gambling industry, over a score of licensed gambling houses paying a tax in the aggregate of some 170,000 dollars a year to the Government. Macao is built on a tiny peninsula on a little island twenty miles in area, at the mouth of the Canton River, and is some three hours' journey by steamer from Hongkong, and is connected with the mainland by a causeway which at high water is covered by the sea. Notwithstanding its limited area, it is thickly populated by Chinese, with about 4,000 Europeans, chiefly Portuguese, and at the present day the inhabitants number between 70,000 and 80,000. In the good old days of the East India Company, whose ships used it as a seaport for their trade with Canton, which consisted chiefly in the importation to China, of opium, and (before the Northern treaty ports were open) in the exportation of tea and silk, it was a place of some mercantile importance. It is unlike any of the European settlements in the "Flowery Land." Indeed, it bears a striking resemblance to a seaport on the Riviera. Macao is a little out of the beat of the ordinary tourist, for the China of the globe-trotter is even more restricted in area than most portions of the world included in his comprehensive itinerary. As a rule his knowledge of the Celestial Empire is confined to a hurried trip to Canton from Hongkong and a hasty call at Shanghai *en route* for Japan. Only a small minority of leisured travellers see anything of the now accessible inland cities of Nanking and Hankow, or even Macao although so easily reached from Hongkong. As for the enterprising tourist who manages to include in his round-the-world programme a visit to the imperial city of Pekin, he might almost be entitled to rank as an explorer. The chief industry was formerly the Chinese Coolie Emigration, - in plain English slave-dealing—painfully analogous to the Queensland Kanaka traffic, fortunately now put an end to by the Commonwealth Parliament. It was here that the needy natives were bribed by small douceurs of money and magnificent promises of future employment to leave the mainland. They were housed, or rather herded together under lock and key in dark, unhealthy, prison-like buildings, called "barracoons," and starved and ill-treated until Portuguese ships arrived to take them to Brazil, where they got employment, and were, as a rule, in a state of semi-slavery—their original purchasers or bribers reaping a large profit by what was practically their sale to the employers at their foreign destination. However, this iniquitous traffic was suppressed in 1873. There is a large civil and military establishment at Macao, and considerable pomp and ceremony are observed in both branches of the service in spite of their being ill-paid and ill-housed. The Governor's house reminds one of the pasteboard castles one sometimes sees on the stage of a third-rate provincial theatre. A band plays daily in the public gardens, which are crowded by the civil and military employés, the former dressed, even under a tropical sun, in ill-fitting evening dress, white tie, roomy white kids, patent leather boots, and shining *chapeaux de toilette*. * * * Up to a few years ago there was a large Roman Catholic cathedral, picturesquely situated on the lofty plateau in the centre of the peninsula, and possessing some architectural pretensions; but it was burnt down a few years ago, and only the shell remains. Portuguese ladies, closely veiled in their funeral-like mantillas, worn for this occasion only, may be seen trooping in considerable numbers to the daily 6 a.m. low mass. There is one great name associated with this moribund colony, for the celebrated Portuguese poet, Camoens, was exiled here from 1556 to 1558, and there still exists in the public garden his myrtle tree, under whose shade it was his custom to sit, and a sepulchral-looking memorial (called Gruta de Camoens), surmounted by a bronze bust of the Dante of Portugal, now marks the site of the poet's refuge; and here local tradition avers that the first six books of that great work, *The Lusiads* (The Lusitanians), were written, But Macao has been and is still chiefly celebrated for its gaming tables, which are crowded by Chinese and Portuguese, and from Saturday to Monday by Britishers from Hongkong, who prefer having a flutter at the game, if it can be so called, of fan-tan, instead of going to the service at Hongkong Cathedral. The gambling hells are in the Chinese quarter, and are by no means attractive as regards exterior or interior. They are, of course, licensed by the Portuguese authorities—indeed, the taxes imposed on these gambling dens constitute one of the principal sources of revenue of the city. There is naturally no difficulty in obtaining admission, for which no charge is made, foreigners, especially English, being welcomed. These gaming houses are usually of one storey only, and on the ground floor (which you enter at once from the street, there being no hall or ante-room) you find an ill-lighted and ill-ventilated room, some 50 feet by 50, the sole furniture of which is a table about 4 feet square 4 feet high. Before the croupier, usually the proprietor, is a small pile of cash. In the middle of the table is a large slab of zinc divided into four sections numbered 1, 2, 3, and 4. The punters place their stakes on one of the sections, but the richer players are careful not to indicate the amount of the stake, and wrap their money up in rice paper, though even the most skilful croupier would find it difficult, with so many eyes watching his manipulation of the the cash, to add to his legitimate profits by cheating. The ground-floor room is crowded with lower-class natives and a sprinkling of foreigners, but in the balconies which surround the gambling hell are collected the members of the Chinese *haute monde*, mandarins, and other functionaries, who can join in the game unperceived by the common herd below. They lower their stakes to the croupier in small reed baskets, which are lowered and raised by a cord. When all the stakes have been laid down—and the zinc tablet by this time is quite concealed by little heaps of coins, and little pill-like pellets which contain the stakes of the more cautious gamblers, suspicious of the dexterity of the croupiers in manipulating the cash—the croupier calls out the Chinese equivalent of "*Messieurs, le jeu est fait.*" He indicates this as well by covering his own heap of cash with a brass bowl, and begins slowly and deliberately to draw out four cash at a time, with a chop-stick in each hand. His movements are purposely deliberate, so as to impress the punters with the fact that "there is no deception." Ultimately the heap is reduced to one, two, or three cash, or nothing remains. The winning stakes are at once paid in the proportion of three times the stakes (less the banker's commission of 10 per cent.) to those who have backed the winning numbers 1, 2, 3, or 4, the latter number only winning when no cash remains in the heap after division. It may be added that there is no zero—the modest proprietor being satisfied with his 10 per cent on the winnings. This, then, is the national game of fan-tan. Hardly any known form of gambling, except, perhaps, the Italian game of Morra, could be more simple and rudimentary. Its only principle is indicated by its etymology—*fan*, number of times, and *tan*, to divide. There are some modifications of staking, however. For instance, you can play *en traverse*, as at Monte Carlo, placing the stakes on the dividing line between any two numbers, when, if either of these numbers win, twice the stakes is handed to the player. For those who consider these recognised combinations commonplace, an ingenious modification, called Ching-tow, is often played. If one cash is left at the close of the division the Ching-tow player receives an amount equal to his stake; if two or three, he gets his stake back; but if four wins, he loses his stake altogether. In the more important establishments no coin may be staked, but, as at Baccarat in French *Cercles*, only tickets representing the money are actually staked on the table. These tickets are bought of an attendant, and as a safeguard against forgery on the part of the players, this functionary, who is surrounded by an armoury of pots of vermilion and other paints and brushes of all sorts and sizes, marks each ticket bought, as well as its duplicate, with certain mystic characters. At Singapore fan-tan is often played with dice instead of cash or cowries. The dice has half of each side painted red, and after the box is shaken, is planted squarely on a square maked out in the centre of the disc, then the numbered section wins to which the red points. Some people assert that by espionage or otherwise, the croupier, before he commences counting the cash knows exactly which contains the lowest stakes, and, it is said, so skilful is he in taking the handfuls of cash out of his drawer and placing them on the table for subdivision into four heaps, which he does with a kind of chop-stick, that he generally contrives by skilful manipulation that the one heap of cash which he counts (one heap only is used for each game) has left at the end when counted out one, two, three, or four cash corresponding with the section on which the smallest stake has been laid. If, however, he fails in this, it is said that the cash are so made that he he can split with his chop-stick what appears to be one cash into two or more, and thus accomplish his aim. Some of the native gamesters acquire such skill in calculation that they, as well as the croupier, can usually tell, at all events two out of three times, the winning section and stake accordingly; but these gentlemen are in the end detected by the croupier, and are then bribed to keep away. This style of gambling is prohibited in Hongkong, as it is also, at all events nominally, in all the British settlements in China and the Straits Settlements; and thus it is that the Chinese and Europeans come down to Macao for the Sunday—when it is not mail day—to "makee play along that Fan Tan gallah."

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting Captain Superintendent of Police to Sell by
PUBLIC AUCTION,
TO-MORROW
(THURSDAY), the 9th April, 1903,
at 11 A.M.,
TSIM-SAT-TSUI POLICE STATION,
213 Bags SALTPETRE,
In Good Order and Condition).
(Samples can be seen on application to the Officer in charge of Water Police).
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 8th April, 1903. [424e

EXTRAORDINARY ART SALE!

PUBLIC AUCTION.

THE Undersigned have received instructions from the NOMURA'S ART GALLERY OF KYOTO, to Sell by
PUBLIC AUCTION,
on
SATURDAY, the 11th April, 1903,
at 2.30 P.M.,
at their
SALES ROOMS, No. 8, Des Vœux Road,
Corner of Ice House Street,
A CHOICE COLLECTION OF THE
MOST ARTISTIC EMBROIDERIES AND TEXTILES,
Comprising:—
LADY'S FINE SILK KIMONOS, Very Old EMBROIDERY TEMPLE WALL HANGINGS, SILK-EMBROIDERED SCREENS, RARE Old BROCADES and PALACE HANGINGS, SILK-EMBROIDERED CUSHION COVERS, MANTLE DRAPERY, GOLD BROCADE TABLE COVERS, CUT VELVET PICTURES, &c., &c., &c.;
ALSO
A Very Magnificent EMBROIDERY PALACE HANGING DESIGNED by the famous SEKIEN in Tokio and was awarded Gold Medal at Paris Exhibition.
N.B.—There has never been as important a Sale of these wonderful embroideries outside Japan.
Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th April, 1903 [438e

GRAND AUCTION SALE OF CLOISONNE WARE!

THE Undersigned have received instructions from the CLOISONNE MANUFACTORY ASSOCIATION OF NAGOYA, Japan, to Sell by
PUBLIC AUCTION,
on
TUESDAY, the 14th April, 1903,
at 11 A.M.,
at their
SALES ROOMS, No. 8, Des Vœux Road,
Corner of Ice House Street,
A VERY FINE AND CHOICE COLLECTION OF CLOISONNE WARE,
Comprising:—
VASES, WALL PLATES, INCENSE BURNERS, BUCKLES, JEWELLERY BOXES, LINKS and STUDS,
&c., &c., &c.
N.B.—We beg to draw the attention of the Public that the Sellers are Manufacturers of all classes of Cloisonne especially in Silver Cloisonne Ware.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th April, 1903. [429e

DENTISTRY.

SUI-SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 26, Conaught Road Central.
Hongkong, 9th February, 1903 [29

ASK for ASAHI JAPANESE BEER.—G. Girault.

Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Douro*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., TO-DAY, the 1st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 8th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th instant, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 8th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 2nd April, 1903. [1004c

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA,"

Captain Deimt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd April, 1903. [421e

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SHANGHAI,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 6th April, 1903. [4

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-MORROW, the 7th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3P.M.

Before delivery of the Glasgow cargo can be obtained an Average Bond now lying at the Office of the Undersigned must be signed by Consignees.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 6th April, 1903. [433e

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge till be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 9th instant, at 4 P.M., will be landed Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 6th April, 1903. [434e

Consignees.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 4th April, 1903 [427e

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"NIPPON MARU,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,
Agent.

Hongkong, 4th April, 1903. [1

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENGARRY,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 7th April 1903. [437e

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"SIBERIA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

E. W. TILDEN,
Agent.

Hongkong, 7th April, 1903. [1

S.S. "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Memphis*, and from Bordeaux, ex s.s. *President Le Roy Lallier* and *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, the 7th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 14th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 14th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 7th April, 1903 [1004c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA,"
FROM TACOMA, VICTORIA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th April, 1903 [874d

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU J. MacKenzie.....	KOBE and YOKOHAMA	THURSDAY, 9th April, at Noon.
KAGOSHIMA MARU..... K. Kori	MOJI, KOBE and YOKOHAMA ...	FRIDAY, 17th April, at Noon.
KINSHIU MARU F. L. Pyne	KOBE	FRIDAY, 17th April, at 4 P.M.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY. 18th April, at Daylight.
HIROSHIMA MARU J. Nagao	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, 21st April, at 4 P.M.
KAGA MARU* Geo. Anderson	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 21st April, at 4 P.M.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 22nd April, at Noon.
SADO MARU S. J. G. Parsons.....	KOBE and YOKOHAMA.....	FRIDAY, 24th April, at Daylight.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 8th April, 1903. [c

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Olympia	2,837	J. Truebridge...	April 8
Tacoma	2,811	A. Dixon	April 17
*Hyades**	3,753	Geo. Wright ...	May 5
*Shawmut** ...	9,606	W. M. Smith,,,	May 21

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to
DODWELL, & CO., LIMITED,
General Agents.

Hongkong, 6th April, 1903. [874d



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY on SATURDAY, the 11th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 30th March, 1903. [4

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hote at Separate Tables.

For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [1116d

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

中華輪船有限公司

FOR MANZANILLO, MEXICO AND SAN FRANCISCO VIA MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHINGWO,"

Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th instant, at Noon.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 7th April, 1903. [436e

Notice of Firm.

NOTICE.

MR. GEORGE ARTHUR RICHARDSON holds our Power of Attorney and is authorized to sign our Firm in China and Hongkong.

BRADLEY & CO.

Hongkong, 4th April, 1903. [428e

To be Let.

GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and Single-storied Godowns. Suitable for Yarn or Coals. Also Land for Coal Storage.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1903. [397e

TO LET or FOR SALE.

"EXCELSIOR," No. 10, SAN LOURENÇO, Macao.

From 1st April next.

Apply to—
DR. G. P. JORDAN,
2, Connaught Buildings.

Hongkong, 2nd March, 1903. [258e

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

Apply to—
H. N. MODY,
Victoria Buildings.

Hongkong, 2nd February, 1903. [232d

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD.

Apply to
THE HONGKONG & KOWLOON LAND & LOAN CO., LD
No. 8, Queen's Road West,

Hongkong, 30th October, 1902 [1104d

TO LET.

"THE RETREAT"—MOUNT KELLETT.

HOUSES in LEIGHTON HILL ROAD.
FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIPON TERRACE.
GODOWNS at BOWRINGTON, Praya East.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th January, 1903. [200c

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1890. [35

WAI YUNG
PHOTOGRAPHER,
No. 1, D'AGUILAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902. [1393d

Intimations.

A. S. WATSON & CO., LIMITED.

ÆRATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

ÆRATED WATERS.

THE WATER used is THE PUREST that can be obtained, and is skilfully FILTERED ON THE MOST SCIENTIFIC PRINCIPLES.

THE MACHINERY employed is of the latest design and most approved type.

THE BEST INGREDIENTS only are used,

GUARANTEEING ABSOLUTE PURITY.

ENGLISH EXPERTS

Manage our Factories, and their practical knowledge and constant supervision enable us to produce waters of unrivalled excellence and purity.

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT to H.E. THE GOVERNOR AND HOUSEHOLD.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPONE, 232.
Hongkong, 20th March, 1903. [3550

SAN MIGUEL. San Miguel. San Miguel.

BIRTHS.

On the 26th March, at Claregrove, Chefoo, the wife of Mr. JAMES MCMULLAN, of a daughter.

On the 1st April, at 25, North Soochow Road, Shanghai, the wife of M. A. SOPHER, of a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 8, 1903.

LOCAL AND GENERAL.

AN interesting descriptive article on Macao is printed on the third page.

Never pass LeMunyon's New Store without stepping in. He always has something to please you.—*Advt.*

THE British schooner *Kelander Bux*, which was to have been sold by Messrs H. L. Coghlan, has been sold by them privately to Messrs Guthrie & Co. United for £1,100.

THE Sultan of Morocco, according to a dispatch to the *Times* from London, has recently purchased an estate in England and has deposited a large treasure of gold and jewels in a London bank.

THE Standard Oil Company announces a quarterly dividend of 20 dollars per share. The *Evening Journal* calculates that this dividend means the disbursement of 20 million dollars, of which Mr J. D. Rockefeller will receive 8 millions.

THE adjourned case in which two natives were carged by Inspector Collet with dumping dead bodies near the Wanchai Market on the 6th instant again came on for hearing before Mr. F. A. Hazeland yesterday evening, with the result that the men were each fined $200 or three months.

BEFORE Mr. J. H. Kemp this morning, Captain W. H. Gibson, of the s.s. *Ayr*, charged eight Japanese females and one mate with stowing themselves on his vessel from Moji to Hongkong. They were all convicted, but sentence was deferred pending instructions from the Japanese Consul.

Should you desire anything in the photographic line, you will be promptly served at C. E. LeMunyon's New Store, No. 31 Des Voeux Road, Central.—*Advt.*

MR. Samuel Loates, the well-known jockey, sued Sir John Blundell Maple in the King's Bench Division for £3 000 under a riding contract, or in the alternative damages for breach of agreement. Mr. Justice Wright found for the plaintiff, awarding him £2,000, being the amount paid of his retaining fee for the year 1902.

THE case in which Mr. J. H. Wallace sought to recover from Lady Cook damages for alleged slander and remuneration for work done has been concluded before the Lord Chief Justice, the jury awarding the plaintiff £50 for his services and £500 for slander. At the close Lady Cook created a scene by appealing to have the case re-opened.

AN extensive jewel robbery was recently perpetrated a Singapore. During the night of the 31st ult the residence of Mrs. Dallan, 3, Kock Road was entered and jewelry valued at $15,000 removed from a safe. The jewelry lost consists of the collection of many years and includes a number of valuable gold and other coins, besides several unset diamonds and other stones. Mrs. Dallan is offering a reward of $1,000 for their recovery on information leading thereto.

THE Lilliputians arrived yesterday afternoon on the *Rubi* all rosy cheeked and happy as sandpipers. They are enthusiastic over Manila, but were not sorry to leave, as the weather was beginning to get warm. Their trip on the *Rubi* was a delightful one, and as they left to come ashore, Captain Almond was simply mobbed by the little favourites, who all wished to thank him at the same time. The entire company are putting up at the Connaught House. They open to-night with *Dorothy* and, needless to say, booking is very heavy.

MR. Kipling is never cheap in the commercial sense, but *The Times* paid very dearly for his recent poem. Had the poet or the editor been content to wait a week or two at least £50 might have been saved. Mr. Kipling, however, is such a sound commercial investment that a three-shilling-a-word rate was not a serious obstacle, and, as his poem contained 385 words, the cost of telegraphing it—unless the Post Office would treat a Kipling rhyme as news—would be £57 10s., not charging, as the Post Office probably did, for punctuation.

A SPECIAL telegram to the *Englishman* states that General Sir Ian Hamilton has been appointed Quarter Master General of the Army. [Major General Sir Ian Standish Monteith Hamilton, K.C.B., D.S.O., Military Secretary Head Quarters since 1901: Chief-of Staff to Lord Kitchener since 1901, was born at Corfu 16th January, 1853. He is a Wellington College man and entered the Army in 1873, since which he has had a distinguished military career. He was in the Burmese Expedition of 1886-87 for which he was mentioned in despatches and received his brevet of Lieutenant-Colonel and was decorated with a medal and clasp. He is also a well known author having written *A Jaunt in a Junk*; *Fighting the Future*; and *A ballad of Hajji*.]

Keep up with the times and have your Developing and Printing done at LeMunyon's. His work is of the very best and thoroughly guaranteed.—*Advt.*

SAN MIGUEL. San Miguel. San Miguel.

Bring your pictures to LeMunyon's to be framed. He has the very latest patterns in picture moulding, and is sure to please you.—*Advt.*

MR. H. Humphreys has had his residence on the Peak Road entered twice. Last evening, he noticed a native placidly sitting on one of his chairs in the hall and immediately had him arrested. This morning, before Mr. J. H. Kemp the native was charged with entering the premises with felonious intention. The case was adjourned till to-morrow.

THEY must have a very interesting and instructive time in British North Borneo judging from a note printed above Reuter's telegrams appearing in the local *Herald*. The Editor says:—As these telegrams are so mutilated in transmission by the time they reach Sandakan we regret our inability to clothe them with a very great deal of sense and must leave their true interpretation to our readers' kind conjecture.

RESPECTING the rumours as to the successor to the I.G., the Berlin *Vossische Zeitung* says that if Sir Robert Hart's successor is not an Englishman people in England and abroad will regard the fact as an admission that England is no longer able to maintain her position in China. The journal thinks that Russia has forced England to consent to appoint an international Commission to administer the Chinese Customs, and states that Lord Lansdowne has no reason to abandon the privilege granted to England is 1898, as England is still the leading maritime and commercial Power in China.

A VERY interesting law case, says the *Japan Advertiser*, has just been concluded in Yokohama. Two Japanese, living in Yokohama, were sentenced some time ago in the local Courts to three months' imprisonment on the charge of theft, for having tapped the Yokohama Union Electric Light Company's wires without the Company's permission. The accused appealed against this decision, counsel for the accused maintaining that his clients did not commit a theft because the accused had not stolen property and that electricity was not material property. The judgment of the lower Court was quashed, and the accused pronounced innocent.

THE new German river gunboat for China being built at Dantzig will have a displacement of 170 tons and a speed of 13 knots, which is rather better than that of the *Vorwarts* or the *Shamien*. The armament consists of one 8·8 centim., one 5 centim., quick-firing guns, and two machine guns At the water-line the boat is protected by a strong armour-plating of 8 milim. in thickness, and the conning-tower will be protected by armour-plating 12 milim. thick. The crew will number 53 men. The vessel will be taken to pieces after construction, and sent out as freight to be put together again in China, probably at Kiao-chow.

A SERIOUS affray took place amongst some coolies yesterday evening at Jardine's Pier in West Point. It appears that a gang of coolie were at work driving piles when a chain broke and struck some onlookers. One of those injured, Chan Tang, by name, remonstrated with the coolies about not being careful in handling the chain. From words they came to blows, with the result that five men immediately set on to the injured man. During the scuffle Chan Tang was internally injured. The police were notified and the injured man conveyed to the Government Civil Hospital. Three out of the five men were arrested. The men were charged before Mr. J. H. Kemp this morning with assault, but the case was adjourned. At present the injured man is in a very critical condition.

AT the Theatre Royal last evening Professor Knosp, pianist from the Conservatoire of Brussels, assisted by Mesdames Jewell and Goggin, and Mr. Graça, gave a highly classical concert. Audience was small but the musical treat was thoroughly enjoyed, and the performers received their well-merited applause. The proceedings opened by the Professor rendering Carman's *Marche d'Overture*, which was followed by Mr. Graça in a violin solo. Mrs. Jewell next delighted the audience with an admirable rendering of "*Beloved, it is morn.*" Professor Knosp in the first part of the programme played, with a finished skill, Paderewski's *Menuet*, Thomé's *Les Papillons Roses*, and Mendelssohn's *Rondo Capri toso*. In the second part he was down for four pianoforte items the execution of which was highly applauded. Mr. Jewell sang "*Love's Garden* and *A May Morning*, while Mr. Graça very ably rendered Chopin's *Nocturne*. Miss Goggin acted as pianist, and fulfilled her task with great credit.

Mr. Jennings: I say, Mr. Cornwall; how does that numbering machine, which you recently purchased from LeMunyon, work?

Mr. Cornwall: First class, Sir; I do not know how I got along without one so long.—*Advt.*

"TONKIN" TO BE DOCKED.

The Messageries Maritimes mail steamer *Tonkin*, which recently damaged one of her screws off Pulo Way, *is to be repaired on her* return journey from the North. A new screw for her is on the way out from Marseilles. This will be fitted on either at Hongkong or Saigon on her return voyage.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 8th at 12.15 p.m. The barometer has risen over NE. Japan, fallen over S Japan and S. China.

The depression over N. China yesterday is probably moving Eastwards into the NW. part of the Sea of Japan.

Forecast:—light E. winds; fair.

Telegraphic communication between the Observatory and Hongkong is interrupted.

SAN MIGUEL. San Miguel. San Miguel.

POLO CLUB GYMKHANA.

We are requested to state that entries for the forthcoming Gymkhana to be held on the 18th instant, at the Happy Valley and Race Course, close to the Honorary Secretary at the Hongkong Club, on Saturday, the 11th instant, at 5 p.m. From the programme which appears in another column it will be noticed that the weights in the Steeplechase have been reduced to 10st. 10 lbs. for horses not exceeding 14 hds. 3 in.

DELIVERY OF GOODS AT MANILA CUSTOM HOUSE.

At the monthly meeting of the Chamber of Commerce, held on the 24th ult., Mr. E. A. Hewett referred to the remarks made by him on this subject at the last meeting and said that he had since heard the Customs Authorities still maintained their right to deliver goods on production of Bill of Lading before its endorsation by the steamer's agents. He added that endeavours were again being made through a private source to get the practice altered without resort to official representations.

THE "ECLAIR" AND "HOI KENG" COLLISION.

In consequence of a collision between the French steamer *Eclair* and the Portuguese steamer *Hoi Keng* on the 22nd of November last, legal proceedings have ensued and yesterday and to-day a case has been progressing at the Supreme Court. The Chief Justice sat on the tribune, and the Assistant-Harbourmaster acted as nautical assessor. Mr. E. H. Sharp, K.C., (instructed by Mr. F. Hett) appeared on behalf of the *Eclair*, and Mr. T. M. Phillips, (instructed by Mr G. C. C. Master) for the *Hoi Keng*.

The *Eclair's* version of the affair is that the collision occurred near Song Yia Point, in the China Sea, at about 3.30 a.m. It was fine weather, and, when the other vessel was first seen, they were steaming about 10 knots on a W. × S. course. She was a mile or so ahead, end on to the *Eclair*, and, though the sidelights were showing, the masthead light was so dim as not to be visible till shortly before the collision. When those aboard the *Eclair* first saw the *Hoi Keng* the helm was slightly ported, when shortly before the collision the *Hoi Keng* turned to port. The *Eclair's* helm was then put hard aport, a short blast was blown on the whistle and the engines were reversed. The stern of the *Hoi Keng* and the port bow of the *Eclair*, about five feet from the stem, collided. The *Eclair* is of opinion that (1) no proper lookout was kept aboard the *Hoi Keng*, (2) she improperly starboarded, (3) she tried to pass the *Eclair* on the wrong side, (4) she was navigated in a generally reckless and unseamanlike manner, and (5) she violated Arts. 18 and 29 of the Regulations for preventing collisions at sea.

The *Hoi Keng's* version is that when the *Eclair* was first seen, she was travelling eight knots and steering about E.N.E. At that time, the other vessel bore a little on the starboard bow, showing her masthead light, and was from four to four and a half miles away. The green sidelight was next seen and subsequently the red. When the green light was seen on the starboard bow the course was slightly altered to port so as to pass the other vessel well clear on the starboard side and two short steam whistle blasts were given. Suddenly the red light of the *Eclair* was seen, showing that she had altered her course to starboard. The helm was immediately put hard astarboard to alter the course as far as possible to port, and the signal was made to the engineer on watch to go full astern. The stem of the *Eclair* crashed into the *Hoi Keng's* starboard bow just forward of the sidelight. The *Hoi Keng* considers that the *Eclair* (1) kept insufficient lookout, (2) improperly altered her course to starboard, (3) endeavoured to cross the *Hoi Keng's* bows, and (4) did not stop and reverse her engines as soon as risk of collision arose.

Evidence was led.

THE CHINA BORNEO CO.

Our Sandakan correspondent, writing under date 31st ult., says:—Sandakan is beginning to rival Hongkong and Singapore in the shipbuilding line, and the yards here show great activity. The Directors of the local line of coasting steamers are so satisfied with future prospects, that they intend making an addition to their fleet and will place the order for the new vessel with The China Borneo Co., who are at present building a large lighter.

Two vessels are in course of construction in the yards of

THE NORTH BORNEO TRADING COMPANY and they have secured an order for a third which will be taken in hand directly the stocks are clear. A necessary adjunct to their large engineering works, this firm have, with commendable enterprise, undertaken the construction of a patent slipway, capable of accommodating vessels up to 150 feet long. This will prove a great convenience to the local steamers and no doubt the small vessels trading in the South Philippine Islands will appreciate the advantages to be derived from cheap docking facilities so near at hand.

THE BORNEO CO.

The Borneo Company are making a big bid for Fortune in Labuan and it is to be hoped that their present endeavours to put the coal mine in a thoroughly sound working condition will be crowned with success. Thirteen European assistants have arrived and we trust that with this staff the Borneo Company will be able to realize their expectations of an output of four thousand tons per mensem.

THE DEVELOPMENT CO.

The Development Company have apparently taken a new lease of life and are commencing operations with view to extend greatly the present area under coconut cultivation.

SAN MIGUEL. San Miguel. San Miguel.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE CHINESE PETITION AND THE GOVERNOR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—One can well understand the awkward position which Sir Henry Blake finds himself in and for which he ought to be thankful to the originators of the above Petition. This rotten document has doubtless gone forward to the Secretary of State by the French Mail yesterday morning, and, what is more, a resumé thereof has most probably been telegraphed home. What remains to be done now is for His Excellency to notify the Secretary of State that he has been fooled, and request him to disregard the petition. Under these circumstances, Hons. Dr. Ho Kai and Wei Yuk and Mr. Fung Wa Chun should certainly advise His Excellency how to get out of the frying pan.

Thanking you for granting me space in your columns,

Yours faithfully,
SYMPATHIZER.

Hongkong, 8th April, 1903.

THE CHINESE PETITION re H.E. THE GOVERNOR.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I have hitherto refrained from contributing my quota to the protests arising out of the useless petition recently forwarded to the Secretary of State for the Colonies, praying for an extension of the term of office of H.E. the Governor in the hope that the persons responsible for the document would at least give some reply to the straightforward communication published in your issue of the 6th instant above the signature of Mr. Ho Kom Tong. So far they have not deemed it necessary to refute the serious allegations made against them, and the only conclusion possible is that they are unable to meet the charges. It will be readily admitted that, although public opinion can often be guided it can never be ignored—not, at all event, by those whose position should of necessity hold them above pandering to certain sections of their supporters; and it would be absurd to deny that the multitude in Hongkong seeking fair and impartial representation has a right to criticise the actions of those who, through no act of that populace, now control and guide the affairs of the native community. This affectation of tender-hearted solicitude for their well-being is quite a new departure with the Chinese representatives and were it not for the fact that the announcement has failed to withstand the test of public criticism, one would imagine that the representatives of the "large and influential section of the Chinese community," had begun to recognise that Colonial legislature in Hongkong is for the benefit of the classes and not for the furtherance of other ends. It is no easier to serve sections of classes in Hongkong than it is in any other part of the world; and the recent elegant attempt to achieve a triumph by ascending 'back stairs' is not a tactful or a meritorious method of procedure. What could have been done to avert the consequences of their action had not Mr. Ho Kom Tong written his clear and straightforward explanation of the true position of affairs it is difficult to say. As a result public opinion, as represented by the large and influential section of the native community—and one might add by most, if not all, of the European residents—has declared itself in no uncertain terms regarding the subject. It is greatly to be desired that the matter will not be allowed to remain in its present unsatisfactory position. The Chinese should begin now to see, if they have not long before recognised it, that foreigners know the value of Oriental testimonials, and what a sham and farce the last of these documents has been. Those who took it in their hands at the present time to run a Chinese show will repent of their action when the time comes, as eventually it must, when the pressure of public opinion is brought to bear upon the system of Government so as to obtain for the Colony a new constitution under which Chinese representatives will not be left entirely in the hands of the Government to nominate, one of whom at least should be elected by popular votes. Such a step would provide conclusive proof that, in the view of those most competent to judge, the native classes of Hongkong would be represented on the Legislative Council by persons really representing the large and influential section of the community whose interests they had at heart and whose welfare had their foremost attention.

Yours,
DISINTERESTED.

Hongkong, 8th April, 1903.

THE SALVING OF THE *BINH THUAN*.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Referring to your last issue regarding the account of the salving operations, in connection with the *Binh Thuan*, I consider that after the *Fame* was stranded she lay in a safe position, uninjured and making no water. Speaking from an expert point of view, I had full confidence in the vessel floating at any high water, solely by means of her engines and without outside assistance. Though my advice was disregarded at the time, it was put into execution by the *Fame's* captain and crew working under a Eurasian mechanic—who, as far as certificates are concerned, is neither sailor nor engineer—as soon as Mr. Jameson secured nominal ownership. Neither Mr. Jameson nor Mr. Doyle, his salvage expert, was present when the *Fame* was floated. Personally, I am thoroughly disgusted with the whole affair and publicly express the opinion, I previously expressed at Cape Varella, that the vessel should never have gone out of her owners' direction. I washed my hands of the whole affair immediately after Captain Broadbridge abandoned his ship to Mr. Jameson for salvage, and, through Captain Broadbridge, obtained a passage to Saigon in the *Binh Thuan*. I am of opinion that the *Fame* ought not to have been subjected to the dangers of manœuvring for petty gain within the limits of a heavy swell, particularly after the lesson taught the s.s. *Helene*, which also became a wreck through a rope fouling her propeller when close to the surf.

Thanking you for your space,

Yours, etc.
J. R. MERCER.
Chief Engineer, S.S. *Fame*.

Hongkong, 8th April, 1903.

HONGKONG ODD VOLUMES.

"A PLEA FOR JEWISH WIT."

Yesterday afternoon at the Chamber of Commerce, and under the auspices of the Hongkong Odd Volumes Society, the Hon. F. H. May, C.M.G., Colonial Secretary, lectured on "A Plea for Jewish Wit." Commodore C. G. Robinson, R.N., presided and among a small but very attentive audience we noticed, H. E. Major General Sir William Gascoigne, K.C.M.G., and Lady Gascoigne. After the Commodore had introduced the speaker, Mr. May, who, on rising, was loudly applauded, turned round to the representatives of the local press, and informed them that he would take it as a personal obligation if his lecture was not recorded in the papers and pointed out that his anecdotes, if published, would lose their originality at future lectures. The lecture, taken as a whole, was very interesting, the anecdotes were rich in tone, and Mr. May is to be heartily congratulated on impressing on his hearers to what Jewish wit is capable of attaining. He illustrated his lecture by stories from the Old Testament, Grecian and Jewish literature. At its conclusion, the Rev. E. J. Hardy and Professor Sharp contributed a few examples dealing on the same subject, and after a cordial vote of thanks, on the motion of Commodore Robinson, had been accorded to the speaker, the proceedings terminated.

SANDAKAN NOTES.

(*From Our Own Correspondent.*)

SANDAKAN, 31st March.

N. D. L. STEAMER ASHORE.

On the 7th inst. at about 9 p.m., one of the N. D. L. steamers, the s.s. *Tringganu*, ran ashore near Mantanani Island. Swell was on and she kept on striking pretty heavily much to the alarm and discomfort of her numerous passengers. The *Tringganu* was towing a small schooner from Labuan to this and it was in consequence of the hawser parting and the steamer turning round to pick up her tow again that she stranded. About 900 bags of rice and other cargo was jettisoned and the steamer left the reef at about noon the next day. She will no doubt have to be docked on her arrival in Singapore. The schooner became a total wreck.

COAL MINING.

The prospecting for coal in St. Lucia Bay has suddenly assumed an appearance of importance, and all previous reports of the existence of payable coal have been confirmed by the recent discovery of a seven-foot seam. It is stated on expert opinion that the coal is of excellent quality and we may expect to see mining operations commenced at a very near date.

TRADE RETURNS.

Chinese Immigration to the West Coast is causing an expansion of the trade returns in that direction, and the vigorous policy pursued by our present governor for the encouragement of agriculture and trade generally, is resulting in marked progress.

HONGKONG SUGAR INDUSTRY AND THE INDIAN MARKET.

The following reference in the Indian Budget Report on the effect of the countervailing duties on sugar is of considerable interest to the sugar industry of this Colony:—"The practical effect of the new duties has been to close, temporarily, the Indian market to the direct importation of German and Austro-Hungarian sugar, and to encourage imports from such beet-growing countries as Holland and Belgium, which do not maintain high protective duties. The imports of cane sugar from Hongkong, Java, and the Straits Settlements have also been largely increased."

THE PLAGUE.

During the twenty-four hours ended at noon to-day 2 further cases of bubonic plague, making 204 since January 1st, were notified as having occurred in Hongkong. They were from 6, Wing Fung Street (Chinese), and 115, Praya East (Indian).

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Namsang*) 11th inst.
German (*Sachsen*) 14th inst.
Canadian (*Empress of India*) 14th inst.
American (*Coptic*) 15th inst.
German (*Bayern*) 16th inst.
American (*America Maru*) 23rd inst.
American (*Korea*) 2nd prox.

The B.-S. Co.'s steamer *Tremont* sailed from Kobe for Victoria, B.C., and Tacoma on the 6th inst.

The Canadian Pacific Railway Co.'s steamer *Tartar* left Vancouver p.m., on Saturday, the 4th inst., for Hongkong *via* the usual Ports of Call.

The N. Y. K. Co.'s steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 7th inst., p.m., and is expected to arrive here on the 13th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Kobe at 4 p.m. on Tuesday, the 7th inst., and left again at midnight same day, *viâ* Nagasaki for Shanghai where she is due to arrive at midnight on Friday, the 10th inst.

SAN MIGUEL. San Miguel. San Miguel.
3390]

TELEGRAMS.

(*Reuter's.*)

The King in Portugal.

LONDON, April 6th.

At a state performance of the Opera at Lisbon on Saturday, the entrance of the Kings of Portugal and Great Britain was the signal for a tremendous Anglophil demonstration, the audience rising up and cheering loud and long; the ovation was repeated on the departure of Their Majesties.

The German Press is looking at the Royal tour with a jaundiced eye; it sees therein the prospect of new combinations unsatisfactory to Germany and is especially apprehensive of the possibility of the King meeting President Loubet.

LATER.

The United States in the Far East.

It is declared in Washington that the United States is increasing the Asiatic squadron, considering it a good precautionary measure to be strongly represented in the Far East.

Strike in Holland.

Owing to the Government's anti-strike legislation a general railway strike has been proclaimed in Holland, including the water transport at Amsterdam and Rotterdam. The mail steamers at Amsterdam are unable to discharge and the strike threatens to paralyse the trade of the country.

(*N. C. D. News.*)

The Rival Powers in Shantung.

Chinanfu, 3rd April.

Governor Trüppel and four staff officers have just arrived from Tsingtao to visit H. E. Chou Fu, Governor of Shantung.

Great preparations have been made for their entertainment They are to remain here three days and then go south to the sacred mountain Taishan.

French Convoy Attacked by Arabs.

London, 3rd April.

A hundred and fifty Arabs have attacked a French convoy in the Figig district of Morocco. They killed eleven and wounded thirteen men, and captured forty camels.

Figig is in the south-east corner of Morocco, on the border of the French colony of Algiers. —Ed.

The Khedive to visit the Kaiser.

London, 3rd April.

The *Standard* states that the Khedive of Egypt has accepted an invitation from the Kaiser to visit Berlin this summer.

(*Manila Cablenews.*)

Cholera and plague devastate Egypt.

New York, April 3.—The cholera is making terrible ravages in Egypt and has largely impeded commerce. Recently the condition has been aggravated by a considerable spread of the bubonic plague.

The Powers and China.

New York, 3rd April.

Reports received from China indicate that the rebellion in Kwangsi is spreading and assuming proportions threatening to foreigners. It has leaked out from the State Department that the legations in Pekin have positively called for military protection and have placed the dangers in unmistakeable terms. The attitude of all nations is, however, that international relations are now so strained that it is not wise to attempt any joint action as long as it can be avoided. France is the only nation that has taken any definite steps, and it is understood, and even published as the truth here, that Russia has called off her ally and advised against any action at present.

The rebels in the Kwangsi district have won several important victories and are growing stronger every day. Their movements cannot at present be considered as menacing Pekin.

THE "ROHILLA MARU."

FURTHER DETAILS.

Particulars regarding the grounding of the *Rohilla Maru*, already referred to in these columns, are now to hand. The *Manila Cablenews*, of the 4th inst., states as follows:—The Toyo Kisen Kaisha steamer *Rohilla Maru*, which was due to arrive here night before last, grounded off Iba early yesterday morning, in almost the exact spot on which the *Zafiro* and the transport *Hancock* came to grief some months ago.

When the *Rohilla* had not been heard from yesterday morning it was thought that she was delayed by the heavy weather prevailing outside or had caught the tail-end of the big blow reported as existing off Formosa. No alarm was felt for the ship, as she is a staunch vessel of the most modern class and in charge of one of the most experienced skippers in the China waters.

About half-past eleven yesterday morning all things were explained when the local agents of the steamer received a telegram from the chief officer dated at Iba, in which he announced the accident and requested that lighterage be sent to ease the stranded vessel. Following is the message received:

Iba, April 3rd.

"Castle Bros. Wolf, Manila.

"*Rohilla Maru* aground on Palanag, 7 miles north of Iba 32 miles north Capones. Ship resting easy, not leaking. Send steamer for sixty-two passengers eleven sacks of mail. Must lighter 500 tons. Have 163 head cattle.

A. H. Preble, Chief Officer."

As soon as the message was received by the agents of the Toyo Kisen Kaisha they immediately took steps to charter the steamer *El Cano* which with several lighters in tow left last night for the *Rohilla Maru* in order to bring the passengers, mail and cargo to Manila. The *El Cano* will probably return to Manila some time to-day when a full report of the grounding of the steamer will be made.

The point upon which the *Rohilla* touched is one of the uncharted bars extending from some distance out from Iba and has been in the past a scene of a number of groundings.

ASK for ASAHI JAPANESE BEER.—G. Girault.

TIENTSIN.

(*From Our Own Correspondent.*)

Tientsin, March 27th.

For some time past Chang Yen Mao has been skimming very thin ice in official circles, and it has been an open secret that Viceroy Yuan would lose no opportunity of getting him into hot water. The Chinese Engineering and Mining Co. was, of course, an excellent opening for mischief, and it is stated that Yuan has twice memorialized against Chang Yi. Within the past two weeks a secret Edict was accordingly sent Chang Yi ordering him to immediately adopt measures to recover the Chinese Engineering and Mining Co. for the Chinese, and also ordering the Wei Wu Pu to assist him. Of course, it is sheer ignorant bounce due to the Chinese lack of comprehension of what British Company laws mean. But an attempt may possibly be made to try and find a flaw in the deed of sale, which might give a lot of trouble, however ridiculous it might be.

Yuan Shi Kai is playing more and more the part of the Autocrat, and he counts on being able to crush not only Chang Yen Mao but Sheng Tafen, while crippling the power of Chang Chi Tung will be mere child's play. This is not by any personal influence in high places of course as he is thoroughly hated in official circles, but purely owing to his being Jung Lu's henchman and his own temperament. Jung Lu hangs on to him because Yuan can have the army and he as Prime Minister cannot. Therefore the next best thing is to have Yuan as his henchman. Yuan, on the other hand, without Jung Lu's favour might and probably would lose all. A fair sample of his methods is illustrated by a story which is, I believe, authentic in its main features. For sometime Mr. C, the second engineer of the Railways, has been in black books owing to his refusal to accept a certain Chinese secretary foisted into a position by the Viceroy or one of his underlings. The matter was represented to Yuan. "Dismiss him!" cried that potentate. "But he will not listen to me," replied the Chinese Director, "he will take instructions from no one but Mr. K." "Then dismiss Mr. K!" cried the Viceroy, and turned to discuss more important business. As a matter of fact neither the Viceroy nor the Directors can dismiss Mr. C. or Mr. K. without the sanction of the bondholders, but these are little matters which Yuan Shi Kai does not often stop to consider.

H. E. the Viceroy who has gone to see everything in order for the forthcoming tour reached Tchang Sui Tsien on the 25th by special train from Tientsin. His car, which has just left the Tongshan workshops where it has recently been overhauled and newly upholstered with fresh tapestries, presented a very smart appearance. He made only a brief halt, and then proceeded with the Lu-Han Directors to inspect the line from Kaopetien to Hsi-ling and all the arrangements being made for the Imperial visit to the Western Tombs. After staying at Hsi-ling about an hour Viceroy Yuan proceeded to Paotingfu which place he reached about 6 o'clock.

The next morning he visited the Palace at Paotingfu, and inspected every detail of the preparations He then attended a parade of his troops stationed there, and inspected the new Manchu force. We hear that the Viceroy's own troops presented a very smart soldierly appearance, the cavalry being a particularly fine body of men.

Sheng Tajen, who accompanied the Viceroy, returned to Chang sin-tien on the 26th, and made a tour of the work and machine shops, taking a particular interest in the machine and foundry work. He was accompanied in the inspection by Mons. Bouillard, Chief Engineer Lu-Han line Before leaving the works, Sheng Tajen carefully inspected all the cars which will compose the Imperial train to the Western Tombs.

The three royal cars are lined entirely with thick plush velvet of rich Imperial yellow, with the exception of a double coupé which is draped with Imperial Manchu red, and furnished with a sumptuous lounge and tea table suite of polished teak upholstered with plush of the same gorgeous hue. The cars lined with Imperial yellow plush are fitted with handsome mirrors, cushioned dias, sofas, chairs and polished furniture, also with jardinieres for fresh flowers and plants. The windows are draped with delicate muslin curtains, and the portieres are of rich gold brocade lined and bordered with heavy yellow silk. An ingenious arrangement of yellow silk sky-light draperies running on silken cords is intended to tone down the glare of the sunlight if necessary. The *Dowager's retiring* room is elegantly fitted with reclining couches, one for the Emperor being similarly appointed.

A third car has brilliant red hanging which contrast richly with the cold tapestry of the furniture. I forget whether I mentioned that some anxiety is felt lest the engines used by Lu Han folks should prove too heavy for the additional piece of line built to the Tombs, and the bridges which connect it. The line was designed only for fairly light traffic, and not for the heavily freighted trains and heavy mogue engines which it is proposed to use. Mr. Kinder has urged the expediency of using lighter engines and offered to lend some.

ASK for ASAHI JAPANESE BEER.—G. Girault.

Our local Volunteers are desirous of reforming the Corps on a proper basis, but there are some rather delicate personal questions involved and it seems probable that it will fall through for the present.

THE KAIPING MINES.

The *Universal Gazette* gathers from its Peking correspondent that since Viceroy Yuan memorialized the Throne some months ago asking that Chang Yen-mao be ordered to get for China the Kaiping Mines, Director General Chang could do nothing but to confer with the *Waiwupu* in devising a method to recover the concern. Commissioner Detring returned to Tientsin from Peking the other day and will find out just what the British Manager of the Mining Company thinks about the matter.

THE CURRENCY QUESTION.

Upon the letter published by us yesterday in connection with this subject the *L. & C. Express* has an article, which we quote below:—

We have already pointed out that whatever means was adopted by which the currency of the colony was placed on a gold basis, the matter could not be immediately accomplished without either entailing great injustice to many individuals, or necessitating a heavy loss on the Government. We are glad to note, therefore, that Mr. Gulland, who was one of the foremost champions, not only now but some years ago, of the colony going on to a gold basis, also asks that the changes should be gradual. To prevent business being upset and disorganised in the bazaar, the change, by whatever method it is brought about, should be gradual. That individuals, or any one other section of the community, should be called on to suffer loss as a result of the change would most certainly be inequitable. It would be a species of State robbery to attempt to compel them to bear such a loss. There is another thing behind Mr. Gulland's suggestion for a gradual change. Should it be rapid and involve losses on the native, and particularly the Chinese population, there is certainly grave risk of disorder occurring. The new dollar or double rupee, or whatever the new coin is, for new coin there would have of necessity to be, would have to become familiar, and first of all would have to be coined and then exchanged. Whatever it is the coinage would assuredly have to be in the hands of the Government: there would be no free coinage as in the case of the British dollar at present. We must take it that the new coin will not be too great a divergence from present values, as the span would be too great. Possibly it will be necessary to state a value for it in the future, and gradually work to it as Siam has just done, and as was the case when the Indian change was made. To jump say, at once to 2s. per dollar means somewhere about 25 per cent. change in the present measure of value, and would assuredly cause untold trouble between debtors and creditors. We are quite at one with Mr. Gulland, therefore, that the change should be gradual and such as commerce and individuals can accustom themselves to without serious losses.

We need not at the present day stop to look at the causes of the recent fall in silver down to fresh records. The fact is there, and has been the means of causing the agitation for a gold standard currency in the Straits, for the fact that Siam has gone on a gold basis, that the Philippines bill for such a currency has passed both Houses of the United States Congress, that the French Colony of Indo-China is probably only waiting for the Straits to move to follow suit, that Hongkong desires an inquiry, which, it is obvious, is intended only as a prelude to adopting a gold basis, and that even China has at last started an inquiry. This, however, we are assured from Shanghai, is only "an incident in the solemn farce now being played in Peking in connection with the questions of financial reform and the indemnity payment" This leaves only Mexico amongst the remaining silver-using countries of the world, and Mexico has added her contribution, as we have recently seen, by collecting her import duties on a gold basis. Silver, therefore, as a currency is utterly discredited, and its friends can do nought for it in face of the almost universal wish of the world to have gold and gold only as a standard. Silver, however must for long, though only as a token, be the currency of a great portion of the world, and the medium in which the trade is actually carried on, though the regulation of that trade will be on a gold basis. The Government of the United States made a big effort once to keep silver up, but even with all the vast resources of the country it was unable to do so unsupported by other Powers. If such a wealthy country had to abandon the attempt, will China and Mexico, the last two of the silver countries, between them be able to do so? The reply is effectually given by the recent joint note of the two States to the United States to concert measures *by which silver could be used as a medium of* trade between gold standard and silver standard countries. Seeing, as we have said, silver must continue largely the metal of Asia, for no matter how many gold bases, or standards, are used for those now going on to gold, silver must continue to be Asia's metal, how can silver best be used? It is probably not beyond the wit of man to devise through silver bullion banks or some such means that the silver can be made to do the international duty that will still be required of it. Anyway, the world at present seems determined to go gold—let us hope there will be enough, so that the task laid on it be adequately performed, and that there shall be sufficient, according to their resources, for all to participate.

ASK for ASAHI JAPANESE BEER.—G. Girault.

MAJOR DENNY AND LADYSMITH.

At the dinner held in connection with the annual inspection of the Shanghai Volunteer Corps, Lieut.-Colonel Mackenzie proposed the health of Major Denny, and in doing so mentioned that the inspecting officer served all through the South African war and was the first man to enter Ladysmith with the relief party. In responding to the toast, Major Denny described how the entry into Ladysmith was effected, and told how he had served on the staff of Lord Dundonald during the war and was now going to Canada, where he would renew his connection with that officer. He said very little about the Shanghai Volunteer Corps, humorously remarking that whether his views were favourable or otherwise they would be embodied in his report, and by the time that was published he would be far away. He made a graceful reference to Lieutenant-Colonel Mackenzie, whose health was drunk with musical honours, on the proposition of Major Little.

Commercial.

EXCHANGE.

ON LONDON, Telegraphic Transfer	1/7 3/16
" Bank Bills, on demand	1/7⅛
" Credits, 4 months' sight	1/7 9/16
" D'ments 4 months' sight	1/7 11/16
ON BERLIN, (demand)	M. 1.64½
ON PARIS, Bank Bills, on demand	2.01½
" Credits, 4 months' sight	2.05½
ON NEW YORK, Bank Bills, on demand	39⅛
" Credits, 30 days' sight	39⅛
ON BOMBAY, Telegraphic Transfer	120
" On demand	120½
ON SHANGHAI, Telegraphic Transfer	73½
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	78½
Sovereigns, Bank's Buying Rate	$12.33
Gold Leaf 100 touch, per tael	64.40
Bar Silver	22 11/16

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
MALWA NEW	@ $ 980
" LAST YEAR	@ 1,000/1,020
" OLDEST	@ 1,080/1,130
PATNA NEW	@ 1,060
BENARES NEW	@ 1,050
PERSIAN (PAPER)	@ 740/780

To-day's Advertisements.

PROGRAMME
OF
POLO CLUB GYMKHANA
to be held at the
HAPPY VALLEY and RACE COURSE,
on
SATURDAY,
the 18th April, 1903, commencing at 2.30 P.M.
First Saddling Bell at 2 P.M.

EVENTS.

1. SIX FURLONGS FLAT RACE.—Open Walers. Handicap. Entrance fee $3.

2. POLO PONY RACE.—For bonâ fide Polo Ponies to be passed as such by the Polo Committee. Up the straight. Catch weights over 11st. 7lbs. Riders to line up at the starting post with their ponies turned away from the winning post and on the fall of the flag to turn round and gallop in. Entrance fee $1.

3. ONE MILE FLAT RACE.—For China Ponies. Weight for inches as per Hongkong Jockey Club Standard. Non winners at the February 1903 race meeting allowed 5lbs. Winners at that meeting 5lbs. extra. Entrance fee $3.

4. STEEPLECHASE.—Horses not exceeding 14hds. 3in. to carry not less than 10st. 10lbs., exceeding 14hds. 3in. 2lbs. per quarter inch extra. Previous winners of a jump race to carry 8lbs. extra for each race won. Penalties accumulative. Arabs allowed 7 lbs. Indian country breds allowed 12 lbs. Entrance fee $3.

5. ONE MILE FLAT RACE.—For beaten Walers at this meeting and at the February 1903 race meeting. Handicap. Entrance fee $3.

6. LADIES' NOMINATION.—Rosette race. Each nominator has an envelope handed to her containing a coloured ribbon. Competitors are to start dismounted and on the fall of the flag are to mount, gallop to a line of barrels one or more of which will contain envelopes, dismount, take out one, remount, gallop on round a post leaving it on the left hand and back to the winning post. The nominator holding a ribbon of the same colour as that contained in the envelope held by the first competitor to pass the post to take the prize.

7. COSTUME RACE.—Ladies' nomination Down the straight round a post and in, the post to be turned leaving it on the left hand. Prize for the best costume. Prize for first past post. Competitors to line up in front of the Judge's box previous to the race for the purpose of judging the costumes.

NOTICES AND CONDITIONS.

1. The decision of the Committee to be final.
2. In all Races four to start or the Race becomes void.
3. Owners are responsible for the correct height of their ponies.
4. If through stress of weather or other cause the Committee think it desirable to make any alteration in the date of the Gymkhana they have full power to do so.
5. The Committee are empowered at their discretion to re-open any event and accept post entries.
6. Entries to close to the Honorary Secretary, Gymkhana Committee, at the Hongkong Club, with entrance fees enclosed, at 5 P.M. on Saturday, the 11th April, 1903. No post entries will be received except in events Nos. 6 and 7.

Hongkong, 8th April, 1903. [440c

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON, PENANG AND SINGAPORE.

THE Company's Steamship

"ITRIA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 11th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 8th April, 1903. [439c

ASK for ASAHI JAPANESE BEER.—G. Girault.

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL.

Lessees and Proprietors { Mr. C. A. POLLARD. Mrs. N. CHESTER.

TO-NIGHT (WEDNESDAY),
GRAND OPENING PERFORMANCE,
"DOROTHY."

POLLARD'S
LILLIPUTIAN
OPERA COMPANY
TO-MORROW (THURSDAY) NIGHT
IN
"DOROTHY."

There will be NO PERFORMANCE on FRIDAY.

SATURDAY (MATINEE and EVENING) and MONDAY, 11th and 13th April,
"THE GEISHA."

TUESDAY and WEDNESDAY,
"BELLE OF NEW YORK."

PLAN at ROBINSON'S.

Late Trams and Ferries. Prices as usual.

A. H. POLLARD,
Manager.

A. LEVEY,
Representative.

Hongkong, 8th April, 1903. [422c

EXCURSION TO MACAO.

SUNDAY, 12th April, 1903. EASTER HOLIDAYS SUNDAY, 12th April, 1903.

GRAND PROCESSION AT MACAO.

THE well known and Commodious Steamship "WING CHAI" will leave her usual Wharf (opposite to the Central Market) at 9 A.M. on EASTER SUNDAY, the 12th April, 1903, and will return from Macao at 8.30 P.M. the same evening.

A Steam Launch will meet the arrival of the Ship for the convenience of Excursionists residing at Kowloon.

TICKETS ($2 Return) obtainable on Board.

Hongkong, 8th April, 1903. [441c

TO LET.

NO. 3, STEWART TERRACE, THE PEAK.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th April, 1903 [442c

To-day's Advertisements.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KANAGAWA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 15th April will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 18th April, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 8th April, 1903 [443c

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON or about THURSDAY, the 23rd April 1903 the Company's Steamship "TONKIN," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, viâ BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Ville de la Ciotat*, which vessel takes on her Passengers and Mails leaving that Port on or about the 2nd May, 1903, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on WEDNESDAY, the 22nd April, Specie and Parcels received until 4 P.M. on the same day.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th April, 1903. [1004c



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spex, bunging of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,
OPHTHALMIC OPTICIAN,
OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6e



Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

From	Steamers	Due
GLASGOW and LIVERPOOL.....	"KEEMUN".....	On 16th April.
GLASGOW and LIVERPOOL.....	"PATROCLUS".....	On 24th April.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	On 30th April.
GLASGOW and LIVERPOOL.....	"HYSON".....	On 9th May.
GLASGOW and LIVERPOOL.....	"AJAX".....	On 18th May.
GLASGOW and LIVERPOOL.....	"ANTENOR".....	On 25th May.
GLASGOW and LIVERPOOL.....	"PELEUS".....	On 1st June.

HOMEWARDS.

For	Steamers	To sail
LONDON and ANTWERP.....	"GLAUCUS".....	On 14th April.
*LIVERPOOL *vid* MARSEILLES...	"PING SUEY".....	On 18th April.
MARSEILLES and LONDON.....	"DEUCALION".....	On 28th April.
MARSEILLES, L'DON & A'WERP..	"JASON".....	On 12th May.
*LIVERPOOL *vid* GENOA.....	"AGAMEMNON.".....	On 17th May.
MARSEILLES and ANTWERP.....	"TANTALUS".....	On 21st May.
LONDON.....	"PATROCLUS".....	On 26th May.
LONDON.....	"HYSON".....	On 9th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

For	Steamers	To sail
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, *vid* NAGASAKI, KOBE and YOKOHAMA.	"KEEMUN".....	On 18th April.
	"AJAX".....	On 20th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 8th April, 1903. [8

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.
†SHANGHAI.....	'WHAMPOA".....	9th instant.
TIENTSIN.....	"KWEIYANG"...	15th "
MANILA.....	"TAIYUAN"*.....	21st "
‡THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN"*§.....	21st "
KOBE and YOKOHAMA.....	"TSINAN"*.....	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 6th April, 1903. [7

Hongkong–Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond ...	MANILA (DIRECT)...	Saturday, 11th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)...	Saturday, 18th April, at 10 A.M.
PERLA	1980	J. McGinty.....	MANILA (*vid* AMOY)	

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 6th April. 1903 [1208d

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain.	To Sail
"INDRAVELLI".....	4,899.....	W. E. Craven.....	April 20, 1903.
"INDRAPURA".....	4,899.....	A. E. Hollingsworth.....	May 14, "
"INDRASAMHA".....	5,197.....	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, General Agent.
1256c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*.....	"DAIJIN MARU".....	T. Ogata	SUNDAY, 12th April.
FOR ANPING*.....	"MAIDZURU MARU".	T. Saito.....	WEDNESDAY, 15th April.
FOR TAMSUI*.....	"DAIGI MARU"	T. W. Groves..	SUNDAY, 19th April.
FOR FOOCHOW*..	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd April.

* *Vid* SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtsze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Vœux Road Central.

T. ARIMA, Manager.
Hongkong, 5th April, 1903. [1230

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PASSAGE MONEY.
SINGLE, $20. RETURN, $35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th January, 1903. [350

STEAM TO CANTON.

FRENCH  MAIL

Twin Screw S.S. "SAN CHEUNG," 951 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M. Unexcelled accommodation for First Class Passengers. Hot and Cold Water laid on by Pipes to each Cabin. Ship lighted throughout by Electricity.
Passage Fare $3.00 Single Journey.
Meals $1.00 each.
The Company's Wharf is East of the Hongkong Harbour Master's Office, and West of Canton Boat Co.'s Wharf.
CHEUNG ON S.S. CO., LTD.
Hongkong, 17th January, 1903. [70e

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship
"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.
Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class.....	$2.00
2nd "	1.00
3rd "	50

Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 10th March, 1903. [87e

"SHIRE" LINE OF STEAMERS.

Steamship Service to
NEW YORK VIA PORTS and SUEZ CANAL,
(With liberty to call at the PHILIPPINE PORTS).

THE First Class Steamer
"PEMBROKESHIRE,"
will be despatched on or about 15th May.
For Freight apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 25th March, 1903. [378e

Shipping.

STEAMERS.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer
"KWONG CHOW,"
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.
Passage Fare. $4 Single Journey.
Meals $1 each.
The Company's Wharf is West of the Hongkong Harbour Master's Office.
SHIU ON S.S. CO., LTD.
Hongkong, 14th March, 1903. [322e

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above Ports, TO-MORROW, the 9th instant, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong 8th April 1903. [334e

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"EASTERN,"
Captain Ellis, will be despatched as above TO-MORROW, the 9th instant, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
Return Tickets interchangeable with China and Manila S. S. Co., Ld.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 8th April, 1903. [403e

TOYO KISEN KAISHA

MANILA LINE.



REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	N. Tate	3,876	Saturday, 11th instant, at 11 A.M.
ROHILLA MARU	E. P. Bishop...	3,869	Wednesday, 15th instant, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 6th April, 1903. [171e

NAVIGAZIONE GENERALE ITALIANA,
(*Florio and Rubattino United Companies*).

STEAM FOR
BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,
ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"CAPRI,"
Captain Belsito, will be despatched as above on SATURDAY, the 11th instant, at Noon.
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 4th April, 1903. [362e



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship
"FRANZ FERDINAND,"
Captain Martinolich, will be despatched as above on THURSDAY, the 16th instant, P.M.
For Information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Prince's Buildings.
Hongkong, 3rd April, 1903. [315e

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above Ports, on FRIDAY, the 10th instant, at 11 A.M.
For Freight or Passage apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.
Hongkong, 7th April, 1903. [435e

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR."
Captain A. Stewart, will be despatched for the above Ports, on TUESDAY, the 14th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 7th April, 1903. [431e

FOR CHEFOO, NAGASAKI AND VLADIVOSTOCK,

THE Steamship
"SAVOIA,"
Captain Deinat, will be despatched for the above Ports on WEDNESDAY, the 15th instant, at Noon.
This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 7th April, 1903. [426e

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.
"RICHMOND CASTLE".About 20th April.
"AFRIDI"..... " 5th May.
"SAGAMI"..... " 23rd May.
For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th April, 1903. [330d

THE
ROBINSON PIANO
Co., LTD.

NEW PIANOS

JUST ARRIVED

DIRECT FROM THE MAKERS

BY

COLLARD & COLLARD,

BRINSMEAD,

BECHSTEIN,

RACHALS & C.

The ONLY FIRM dealing EXCLUSIVELY in PIANOS and MUSICAL GOODS.

Hongkong, 2nd April, 1903 [415e

GRIMAULT'S SYRUP
OF
HYPO-PHOSPHITE of LIME
FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstinate Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take
GRIMAULT'S SYRUP of HYPO-PHOSPHITE of LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medecines have failed.
Grimault's Syrup immediately arrests the Cough, Spitting of blood and Nightsweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.
Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.
GRIMAULT & Co. Paris. Sold by all Chemists

TSU FAN
DENTIST.

PRICE MODERATE.—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 28th November, 1902. [1209

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th January, 1903

SAVARESSE'S SANDAL CAPSULES
Not made of Gelatine; most efficacious, because absolutely pure English Oil.
Full Directions. All Chemists.
Insist on Savaresse's.

Shipping.

Clearances at the Harbour Office.

Chikong, British str., for Macao.
La Rhone, French str., for Canton.
Emma Luyken, German str., for Canton.
Kongnam, British str., for Canton.
Chowfa, German str., for Amoy.
Sunghiang, British str., for Manila.
Benvorlich, British str., for Yokohama.
Eastern, British str., for Manila.
Namkong, British str., for West River.
Freiburg, German str., for Singapore.
Wingchai, British str., for Macao.
Progress, German str., for Touron.
Idzumi Maru, Japanese str., for Singapore.

Arrivals.

RUBI, British steamer, 1,611, R. W. Almond, 7th April,—Manila, 6th April, General.—Shewan, Tomes & Co.

MEEFOO, Chinese steamer, 1,321, C. Stewart, 7th April,—Shanghai 3rd April, General.—C. M. S. N. Co.

KOUN MARU, Japanese steamer, 2,876, Y. Minamikawa, 7th April,—Kobe 30th Mar., Coal and General.—Kong Chang.

GLENGARRY, British steamer, 1,924, H. M. Willy, 7th April,—London via Ports 20th Feb., General.—McGregor Bros. & Gow.

TACOMA, American steamer, 1,689, A. Dixon, 7th April,—Tacoma via Ports 8th Mar., General.—Dodwell & Co., Ld.

SINGAN, British steamer, 1,047, H. A. Wavell, 7th April,—Shanghai 4th April, General.—Butterfield & Swire.

KANAGAWA MARU, Japanese steamer, 3,823, John McKenzie, 7th April,—London via Port Said, Suez, Colombo and Singapore 2nd April, General.—Nippon Yusen Kaisha.

SEIRSTAD, Norwegian steamer, 896, A. Larsen, 7th April,—Wuhu 1st April, Rice.—Carlowitz & Co.

BORG, Norwegian steamer, 738, Mathisen, 7th April,—Bangkok 30th March, Rice.—Chinese.

ITRIA, British steamer, 3,382, J. C. Tice, 7th April,—Rangoon 22nd Mar., General.—Jardine, Matheson & Co.

BENVORLICH, British steamer, 2,164, R. W. Thomson, 8th April,—Rangoon 27th Mar., Rice.—Gibb, Livingston & Co.

AMPENTER, British steamer, 3,420, D. F. Lee, 8th April,—Moji 2nd April, Coal.—Jardine, Matheson & Co.

FORMOSA, British steamer, 686, J. W. Evans, 8th April,—Manila 4th April, General.—Douglas, Lapraik & Co.

HAITAN, British steamer, 1,168, J. S. Roach, 8th April,—Swatow 7th April, General.—Douglas, Lapraik & Co.

DAIJIN MARU, Japanese steamer, 900, T. Ogata, 8th April,—Tamsui 5th April, Amoy 6th, and Swatow 7th, General.—Osaka Shosen Kaisha.

DAGMAR, Norwegian steamer, 383, A. Salvesen, 8th April,—Quinhone 4th April, Rice.—E. A. Trading Co.

LENNOX, British steamer, 2,362, F. Waven, 8th April,—Moji 2nd April, Coal.—Jardine, Matheson & Co.

Departures.

April 8th.

Talbot, British cruiser, for Takau.
Eclipse, British cruiser, for Shanghai.
Bangkok, German str., for Bangkok.
Freiburg, German str., for Singapore.
Anping Maru, Japanese str., for Swatow.
Hanoi, French str., for Pakhoi.
Kiukiang, British str., for Canton.
Else, German str., for Wuhu.
Saphir, Norwegian str., for Yokohama.
Hansa, German str., for Wuhu.
Ayr, British str., for Kutchinotzu.
Seirstad, Norwegian str., for Canton.
Glenfalloch, British str., for Amoy.
Sungkiang, British str., for Manila.
Kyoto Maru, Japanese str., for Kobe.
Shanghai, British str., for Shanghai.
Idzumi Maru, Japanese str., for Singapore.
Progress, German str., for Touron.
Meefoo, Chinese str., for Canton.

Passengers—Arrived.

Per *Glengarry*, from London, &c.—Mr. E. Richard.

Per *Sincan*, from Shanghai—Mrs. Hamilton, 14 Chinese and 2 Sikhs.

Per *Haitan*, from Swatow—Messrs. Attwood, J. C. Nicholls, Choon I. Lee, Mr. and Mrs. Cummings, and 83 Chinese.

Per *Kanagawa Maru*, from London, &c.—Mr. and Mrs. J. Weir, Mr. and Mrs. G. McFarlane, Miss J. Weir, Capt. and Mrs. Douglas and child, Miss Dewar, Messrs. Vaughan, F. D. Dallis, Mrs. Macdonald, Messrs. Seggie, J. Smith, Duncannon, I. S. Lewington, C. M. Thomas, 14 Chinese and 7 Japanese. For Japan—Mrs. and Miss Stone, Miss Struthers, Messrs. G. A. Hall, H. Marriott and C. G. May.

Per *Rubi*, from Manila—The Pollard Opera Co., Mrs. J. Gomes and child, Mrs. W. W. Rodwell, Mrs. Douglas, Mrs. Christie, Mrs. Jas. Hopper, Mrs. Gabriels, Mr. and Mrs. C. J. A. Tomes, Misses Williamson, Hancock, Messrs. F. B. Behner, Stuart Harvey, J. H. Wedge, T. P. Butter, W. W. Rodwell, P. D. Colbert, W. E. Steele, F. H. Carpenter, J. L. Davis, H. Hewett, W. E. Crossmann, Jas. Hopper, A. V. Apcar, and 30 Chinese.

Per *Yarra*, for Hongkong from Marseilles—Baron de Wolff and Mrs. Loonen and son. From Colombo—Mr. Mare Ginn. From Singapore—Messrs. Mori and Furst. From Saigon—Messrs. T. G. Dayle, Okame, Mercer and Yen Schaul. For Shanghai from Marseilles—Mr. and Mrs. Francois and 2 children, Miss Froment, Revs. Junbis, Hernette, Ducano, James Valscots, Scialdone and Stefani, Messrs. Canulle Enpendier, Alfred Lacrois, J. Fin, Joh Kert, Gust Chigney, Minal Cloace, Antonin and Portal. From Singapore—Mr. Moy, and Dr. Lim Boon Keng. From Saigon—Messrs. Morour, McDuval, Ginou, J. B. Clair and Laroche. For Kobe from Colombo—Mr. G. Schwabe. From Singapore—Messrs. Neubourg and Osime. From Saigon—Mr. Omume. For Yokohama from Marseilles—Messrs. Muraour, Rolland and Inoue. From Fort Said—Mr. Fischel. From Colombo—Mrs. Ikoroupo and child, Messrs. G. Borwdick, M. Ponsonby, C. V. Lloyd and Fliriman. From Singapore—Col. Shamianisky, Mr. and Mrs. Mojayski. Messrs. J. W. van Eaten, Shalling and Nakagawer. From Saigon—Mrs. Paul Lunyt, and Mr. Balma.

Per *Irrla*, from Rangoon—Messrs. J. Winter, Moxon, and 227 Chinese.

Departed.

Per *Sydney*, for Saigon—Mrs. A. Milroy, Messrs. Nham A. Hy, Khon-Lang Guang, Khan Sing Tech, F. M. Knox, P. F. Mace, Mr. and Mrs. Lafferty. For Singapore—Messrs. Leege, C. S. Coy, C. Jensen, C. K. Davis Adler Lim A. Chan, Mr. and Mrs. Carman, Miss Carman, Mr. and Mrs. Laura. For Marseilles—Mr. and Mrs. Zaborski child and maid, Mr. and Mrs. H. Blazes, Mr. and Mrs. E. Cochell and child, Mr. and Mrs. T. Bollot and 3 children, Messrs. A. Warner, L. C. Magalhaes, L. Gall, Robin, A. Thermy, and Rev. Vissac.

Per *Yarra*, for Shanghai—Mr. and Mrs. Scaife, Messrs. N. K. Anita, F. P. Collamore, R. H. Raphael, H. B. Chinnery, Pan Ki Shun, J. Silbermann, G. Hoskins, Mrs. Fens, Mrs. F. X. Otorio and child, Misses Rosario (2), Mr. and Mrs. F. Wagenknecht, Mr. and Mrs. A. Rosen. For Kobe—Miss Machell, Lieut. J. Simpson, W. H. Simpson, Colonel Tumaden, Messrs. West, G. D. Townsend, R. H. Wardall, H. D. Britan, Jajiso and Kimajira. For Yokohama—Miss J. N. Childs, Misses Whitny and Coonley, Mrs. N. C. Torning, Mrs. Loonen and son, Mr. and Mrs. Liblaing, Mr. and Mrs. Vander Feel, and Mrs. R. Whitny.

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 9th instant, at 7.30 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Eastern*, to-morrow, the 9th instant, at 9 A.M.

For Moji, Kobe, Yokohama, Victoria (B.C.) and Tacoma—Per *Olympia*, to-morrow, the 9th instant, at 11 A.M.

For Kobe and Yokohama—Per *Kamagawa Maru*, to-morrow, the 9th instant, at 11 A.M.

For Macao—Per *Heungshan*, to-morrow, the 9th instant, at 1.15 P.M.

For Shanghai—Per *Whampoa*, to-morrow, the 9th instant, at 4 P.M.

For Namtao—Per *Toilee*, to-morrow, the 9th instant, at 5 P.M.

For Canton—Per *Powan*, to-morrow, the 9th instant, at 5 P.M.

For Shanghai—Per *Loongmoon*, on Friday, the 10th instant, at 9 A.M.

For Swatow, Amoy and Foochow—Per *Haitan*, on Friday, the 10th instant, at 9 A.M.

For Saigon—Per *Kampot*, on Friday, the 10th instant, at 9 A.M.

For Manila—Per *Rubi*, on Saturday, the 11th instant, at 9 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, on Saturday, the 11th inst., at 10.45 A.M.

For Europe, &c., India, via Tuticorin—Per *Chusan*, on Saturday, the 11th instant, at 10.45 A.M.

For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Sunday, the 12th instant, at 9 A.M.

For Singapore, Penang and Calcutta—Per *Catherine Apcar*, on Tuesday, the 14th inst., at 11 A.M.

For Singapore, Penang and Colombo—Per *Capri*, on Saturday, the 11th instant, at 10 A.M.

For Chefoo, Nagasaki and Vladivostock—Per *Savoia*, on Wednesday, the 15th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Suchsen*, on Wednesday, the 15th instant, at 11 A.M.

For Singapore—Per *Java*, on Wednesday, the 15th instant, at 11 A.M.

For Tientsin—Per *Kweiyang*, on Wednesday, the 15th instant, at 3 P.M.

For Manila—Per *Zafiro*, on Saturday, the 18th instant, at 9 A.M.

For Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, on Tuesday, the 21st instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 22nd instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, on Wednesday, the 6th May, at 11 A.M.

SHIPPING REPORTS.

Capt. Evans, of the str. *Formosa* from Manila, reports:—Strong N.E. wind and high sea all the way over.

Capt. Stewart, of the str. *Meefoo* from Shanghai, reports:—Light N'ly wind and fine clear weather throughout.

Capt. Roach, of the str *Haitan* from Swatow, reports:—Light variable winds and moderate sea, fine weather.

Capt. Willy, of the steamer *Glengarry* from London, reports:—Light to moderate breeze, and fine clear weather.

Capt. Dixon, of the str. *Tacoma* from Tacoma, reports:—Fresh N.E. to E. winds, moderate sea, and clear weather throughout.

Capt. Wavell, of the str. *Singan* from Shanghai, reports:—Moderate winds and fine clear weather, sea light, winds variable, 1st day out S.E. and S.W., 2nd and 3rd N.W. N.E. and N.

CHINA COAST METEOROLOGALIC REGISTER.

April 7th, 1903, a.m.

Wladivostock	7	a.m.	30.12	41	90	S	4	b
Nemuro	6	a.m.	29.96	—	—	S	4	—
Hakodate		"	29.97	—	—	SW	4	—
Tokio		"	30.18	—	—	NW	2	—
Kochi		"	30.15	—	—	E	2	—
Nagasaki		"	30.19	—	—	—	0	—
Kagoshima		"	30.19	—	—	—	0	—
Oshima		"	30.12	—	—	S	2	—
Naha		"	30 09	—	—	—	0	—
Ishigakijima		"	30.05	—	—	N	2	—
Taihoku	5	a.m.	0.9	—	—	E	4	—
Taichu		"	30 04	—	—	—	0	—
Tainan		"	30 05	—	—	—	0	—
Koshun		"	30 01	—	—	NE	6	—
Pescadores		"	30.07	—	—	NE	6	—
Weihaiwei	9	a.m	—	—	—	—	—	—
Gutzlaff		"	30.19	54	94	SSE	4	cv
Sharp Peak		"	30.10	63	67	—	0	b
Amoy	6.30	a	30.16	61	77	NE	1	c
Swatow	9	a.m.	—	—	—	—	—	—
Canton		"	—	—	—	—	—	—
Hongkong	10	a.m.	30.10	71	55	E	3	c
Victoria Peak		"	—	—	—	ESE	3	—
Gap Rock		"	30 09	—	—	E	4	—
Macao		"	30.11	70	—	SSE	2	c
Haiphong		"	—	—	—	—	—	—
Manila		"	29.96	86	71	W	1	c
Malate	9	a.m.	—	—	—	—	0	o
Bacolod		"	—	—	—	N	3	b
Iloilo		"	30.00	86	—	N	2	c
Cebu		"	29.96	85	—	—	0	b
C. St. James	10	a.m.	—	—	—	—	—	—

YESTERDAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.10	30.00
Temperature	71	70
Humidity	55	74
Rainfall	—	—

SHIPS PASSED THE CANAL.

Outward—20th March—*Marburg, Lothian, Caledonien.* 24th March—*Malacca, Bayern, Benmohr, Denbighshire, Wursburg.* 27th March—*Tiberghien, Benarty, Goodwin, Silvia.* 31st March—*Calchas, Gibraltar.* 3rd April—*Pyrrhus.* 7th April—*Bombay, Hakata Maru, Strassburg.*

Homeward—3rd March—*Yangtsze, Prinz Heinrich.* 6th March—*Glengarry.* 10th March—*Tamba Maru.* 13th March—*Kanagawa Maru.* 20th March—*Tantalus.* 27th March—*Glenariney, Preussen, Sado Maru.* 3rd April—*Suevia.* 7th April—*Banca, Dardanus.*

Arrivals at Home—3rd March—*Kelat, Bingo Maru.* 6th March—*Benlomond, Atlas, Vindobona, Antenor, Silesia,* (German.) 9th March—*Canton.* 10th March—*Oopack, Palgrove.* 15th March—*Darmstadt.* 20th March—*Benledi, Tydeus, Mogul, Manila.* 27th March—*Stuttgart, Telemachus.* 31st—*Prometheus, Ocanada, Samuel Marx.* 3rd April—*Manuel, Llaguno.* 6th April—*Ceylon.* 7th April—*Annam.*

HONGKONG AND WHAMPOA DOCK RETURNS.

Companier de Fillpinas	at	Kowloon	Dock.
Sherman	"	"	"
Hyades	"	"	"
Hermes	"	"	"
Chingwo	"	"	"
Hue	"	"	"
Montanes	"	"	"
Zafiro	"	"	"
Kinshan	"	"	"
Mercedes	"	"	"
Babelsberg	"	Cosmopolitan	"
Arnold Luyken	"	Aberdeen	"
Bjorn	"	"	"

VESSELS IN PORT.

STEAMERS.

ARNOLD LUYKEN, German steamer, 1,095, C. Ueberfeldt, 1st April,—Saigon 28th Mar., Flour and Rice.—E. A. Trading Co.

BABELSBERG, German steamer, 1,379, A. Reeckmann, 30th Mar.,—Samarang 22nd Mar., Sugar.—E. A. Trading Co.

BJORN, Norwegian steamer, 722, A. N. Christensen, 2nd April,—Sourabaya 21st Mar., Sugar.—Carlowitz & C.

BORNEO, German steamer, 2,168, S. Muhle, 6th April,—Sandakan 1st April, General.—Melchers & Co.

CAPRI, Italian steamer, 2,717, G. Belsito, 3rd April,—Bombay 17th Mar, and Singapore 28th Cotton-Twist and General.—Carlowitz & Co.

CATHERINE APCAR, British steamer, 1,730, A. Stewart, 6th April,—Calcutta and Straits 21st March, General.—David Sassoon & Co., Ld.

CHING WO, British steamer, 3,415, Parkinson, 3rd April,—Singapore 27th Mar., General.—Butterfield & Swire.

CHOWFA, German steamer, 1,055, J. Köhler, 4th April,—Bangkok 27th Mar, Rice, Wood and General.—Butterfield & Swire.

EASTERN, British steamer, 3,500, Winthrop Ellis, 5th April,—Kobe 31st Mar, General.—Gibb, Livingston & Co.

ESCALONA, British steamer, 2,974, Fairweath r, 23rd Mar.,—Port Said 20th Feb., General.—David Sassoon & Co., Ld.

GAEA, Norwegian steamer, 625, Pedersen, 6th April,—Sourabaya 27th March, Sugar.—Order.

HAICHING, British steamer, 1,267, A. E. Hodgins, 7th April,—Foochow 2nd April, Amoy 3rd, and Swatow 6th, General—Douglas, Lapraik & Co.

HAIMUN, British steamer, 636, W. Passmore, 31st Mar.,—Manila 28th Mar., Ballast.—Douglas, Lapraik & Co.

HEATHDENE, British steamer, 2,280, Milburn, 5th April,—Kutchinotzu 31st Mar., Coal.—Mitsui Bussan Kaisha.

HOKOKU MARU, Japanese steamer, 1,715, K. Yashimotsu, 30th Mar.,—Moji 25th Mar., Coal.—Becker & Co.

HUE, French steamer, 704, G. Godinan, 31st Mar.,—Haiphong and Kwong-chow-wan 30th Mar., General—A. R. Marty.

HYADES, American steamer, 2,932, G. Wright, 15th Mar.,—Tacoma 2nd Feb., Yokohama, Kobe and Moji 9th Mar., General.—Dodwell & Co., Ld.

IVYDENE, British steamer, 1,641, Tippett, 7th 7th April,—Saigon 1st April, General.—Lauts, Wegener & Co.

KAMPOT, French steamer, 412, Bavay, 7th April,—Saigon 1st April, Rice and Fish.—Chinese.

MERCEDES, British transport, 2,976, McGregor, 1st April,—Wellington, N.Z. 5th Mar., Coal.—Admiralty.

MICHAEL JEBSEN, German steamer, 710, J. Jessen, 6th April,—Haiphong 1st April, and Hoihow 5th, General.—Jebsen & Co.

NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 3rd April,—San Francisco 3rd Mar., and Manila 1st April, Mails and General.—P. M. S. S. Co.

OLYMPIA, American steamer, 1,740, John Truebridge, 30th Mar.,—Tacoma via Ports 8th Mar, General.—Dodwell & Co., Ld.

ONSANG, British steamer, 1,787, J. T. Davies, 5th April,—Moji 30th March, Coal.—Jardine, Matheson & Co.

PHRA CHULA CHOM KLAO, German steamer, 1,012, F. Bohn 3rd April.—Bangkok 27th Mar., Rice.—Butterfield & Swire.

PROMETHEUS, Norwegian steamer, Moller, 1st April,—Manila 28th Mar., Ballast.—E. A. Trading Co.

SIBERIA, American steamer, 11,284, J. T. Smith, 7th April,—San Francisco 11th Mar., Honolulu 17th, Yokohama 30th, Kobe 31st, Nagasaki 2nd April, and Shanghai 4th, Mails and General—P. M. S. S. Co.

SIKH, British steamer, 3,216, F. J. Pentreath, 6th April,—Glasgow and Birkenhead 17th Feb., General.—Dodwell & Co., Ld.

STANLEY DOLLAR, Danish steamer, 1,838, J. C Brun, 5th April,—Moji 30th Mar., Coal and Flour.—Order.

TAI LEE, German steamer, 760, P. Michelsen, 2nd April,—Saigon 28th Mar., Rice and Fish.—Meyer & Co.

TAISHAN, British steamer, 1,121, J. D. Jenkins, 7th April,—Koh-si-chang 30th Mar., Rice.—Bradley & Co.

TSURUGISAN MARU, Japanese steamer, 2,562, J. Narasaki, 29th Mar.,—Moji 23rd Mar., Coal and Cokes.—Mitsui Bussan Kaisha

ULABRAND, Norwegian steamer, 1,269, S. Andersen, 1st April,—Manila 29th March, General.—E. C. Ray.

WHAMPOA, British steamer, 1,110, H. E. Laver, 7th April,—Canton 6th April, General.—Butterfield & Swire.

WINELAND, Danish steamer, 1,667, Dagne, 2nd April,—Saigon 29th Mar., Rice.—E. A. Trading Co.

SAILING VESSELS.

COLUMBIA, American ship, 772, Songue, 24th Mar.,—Puget Sound 22nd Jan., Lumber.—Butterfield & Swire.

ECLIPSE, British barque, 2,969, McBryde, 17th Mar.,—Nagasaki 8th March, Ballast.—Standard Oil Co.

GROSVENOR, British barque, 516, Boga, 14th June,—Mauritius 16th January, Sugar.—Abdoola & Co.

HOLLISWOOD, American bark, 1,084, E. M. Knight, 23rd Feb.,—Fremantle, W.A. 12th Dec., Sandlewood.—Gilman & Co.

HOWARD D. TROOP British 4-masted barque, 2,080, D. W. Corming, 6th Mar.,—New York 29th Oct., Petroleum.—Standard Oil Co.

LUCIA, British barque, 639, Andersen, 13th Mar.,—Singapore 28th Dec, Timber.—Order.

VISITORS AT THE KOWLOON HOTEL.

Courage, G. M.	Nobbs, A. P.
Corning, Mr. and Mrs. D. W.	O'Leary, U.S.A., Paymaster and Mrs. C. R. O'Leary, Master
Day, J. S.	Rice, Mrs. Helen H.
Jackson, Mrs. & child	Rice, Miss Dorothy
Jewell, Frank F.	Sautoras, Capt. A. U.S.A.,
Jewell, Mrs. F. F.	Walter, H. L.
Kennon, Mrs. L. W. V.	Wheeley, Mr. & Mrs. J. R.
Kingston, M.D., H. D.	Wookey, J. W.
Laird, R.	
Mitchell, Miss	

VISITORS AT THE HONGKONG HOTEL.

Airey, Staff-Paymaster and Mrs.	Hughes, Mrs. and Miss.
Bailey, W. S.	Icely, Rev. F.
Barton, J. H.	Jaffi, D.
Barrett, E. G.	Jameson, Mr. and Mrs.
Begley, H. T.	Joseph, Mr. and Mrs.
Pens, S. J.	Katsch, E. A.
Blum, J.	Kilpatrich, G. D.
Bissell, E. V.	Kindall, Mr. and Mrs. F. M. and son
Boggan, Mr. & Mrs. R.	Kirkwood, J.
Bonner, A. E.	Knische, Mr.
Borthwick, Mr. & Mrs. R. W.	Lebrun, H.
Bottenheim, Mr and Mrs.	Marriott, Dr. A.
Bragg, Gen. and Mrs.	Mast, Mr. and Mrs. E. Mast, S. E.
Brandt, Mr.	McAran, T. P.
Brown, O. J.	McDonough, J. R.
Brown, W. S.	McDonough, Misses (2)
Brown, E. M.	McDonough, Mr. and Mrs.
Brown, Mr. and Mrs. B. B.	Mcgiun, M.
Brown, Master J. F.	Mckee, Miss
Clark, Miss L.	Moon, D. H.
Clyde, G. W.	Murphy, Mr. and Mrs. E. O.
Coddington, E. D.	Musgrave, Mrs.
Cohen, Mr. and Mrs.	North, R.N., C. J.
Colson, J. S.	Ollis, Mr. and Mrs. and nurse
Crossman, W. E.	Phipps, J. S.
Darnell, H. B.	Phipps, H. C.
Davidson, L. W.	Pinkerton, W. A.
Dazian, Mr. and Mrs.	Phipps, J.
Dean, Mrs. F. W.	Prinz, Mr.
Derbyshire, J. H.	Rankin, J.
Dickinson, Mrs. J.	Ranney, Mr. and Mrs. F. O.
Donssion, Lt. Col.	Reid, H. J.
Downing, T. C.	Rodewell, Mr. & Mrs. W. W. and child
Earnshaw, T.	Roessle, Dr.
Edwards, F. W.	Salzer, Mrs.
Ellis, Mr. and Mrs. A.	Sherman, Mr. and Mrs. R. H.
Fisher, H. G.	Skott, C.
Fortis, Mr. and Mrs. J.	Snewin, E. A.
Georg, C.	Somerville, Geo.
Gibbs, Misses. (2)	Stanford, W. E. O.
Gilchrist, G.	Stonier, Miss
Ginsbourge, E.	Strasky, Dr.
Gleason, B. C.	Stratton, Mr. and Mrs. F.
Gleaves, S. R.	Thomas, J. A.
Glover, C.	Thomson, Dr. J. C.
Grdchaux, J.	Umbertaller, Mr. and Mrs.
Gradwell, G. P.	Vozeler, Mr.
Grant, Powell	Warren, Mr. and Mrs.
Grant, Miss	Watkins, C. A.
Halfwright, Dr. & Mrs.	Watt, A. F.
Hampshire, Mrs.	Whiteway, Mr. and Miss
Hart Buck, Mr.	Whitney, Miss
Hawchett, Mrs.	Whitton, A. M.
Hayman, Mr. and Mrs.	Whitton, Mrs. A. M.
Heckford, R. G.	Woolmer, Mr. & Mrs. C. E.
Henche, Mr.	Wyles, W. S.
Herder, Mr.	Zahn, Mr.
Herman, W. J.	
Heron, Col. and Mrs.	
Heron, Master G.	
Heron, Mr.	
Hill, L. D.	
Hill, Mr. and Mrs. A.	
Hollingsworth, A.	
Hopper, Mr. & Mrs. J.	
Howard, Thos.	

VISITORS AT THE KING EDWARD HOTEL.

Anton, A. S.	Nugent, R.N., Comdr. R.
Baghawe, Capt. L. A.	Pooles, Fred. S.
Baghawe, Mrs.	Rosenkrenz, J.
Benjamin, C. E.	Shellim, Mr. and Mrs. Edward
Berkewer, Miss W. A.	Stephens, M. J. D.
Deinat, Capt. E.	Stokes, R.N., Capt.
Denby, S. F.	Stokes, Mrs.
Ford, W. C.	Stucken, A.
Fowler, E. M.	Turner, Mr. and Mrs.
Fowler, Miss K.	Webster, Wm. S.
Justi, Dr. and Mrs.	
Nicholson, R.N., Comdr.	

VISITORS AT THE CONNAUGHT HOTEL.

Abarod, R. de	Marston, Mrs.
Bell, J.	Moore, Mr. and Mrs. G. A.
Boyce, W.	Patterson, Mr. & Mrs. S. J.
Brenizer, Miss E.	Patton, Mrs. S.
Brewitt, Mr. and Mrs. Paul and family	Pollard, Miss L.
Campbell, Lieut. J. R.	Pollard, A. H.
Catton, Mrs. Mr.	The Pollard's Lilliputian Opera Co.
Chester, Mrs. N.	Reiber, F.
Cluness, Dr. W. K.	Rosenkrans, W. R.
Dufour, Mrs.	Russell, E. W.
Eyre, H.	Simmers, C. M.
Gandy, Mr. and Mrs. C. M.	Stewart, Mrs. John
Goulding, A.	Stodart, F.
Grant, Powel	Thomas, C. B.
Hachwood, H.	Tyrwhitt, T.
Haimon, A.	Warner, A.
Houghton, R.	White, Mrs. H. C.
Humphreys, W.	Whittick, F. G.
Langlands, Capt. P.	Wilkie, L.
Levey, A.	Williams, W. H.
Keith, Miss	Wolff, E. A.
Magoom, Miss A. M.	Wright, D. Cary
Marsh, Mrs. M. D.	
Marshall, H. C.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Andrew	Hardy, Mrs.
Benson, A.P.D., Major and Mrs. H. G.	Hübbe, F.
Berkley, H.	Jeffries, H. U.
Berner, Gilbert	Johnston, Mr. and Mrs. L. A. M.
Bird, R.N., Surgeon & Mrs. J. W.	King R. H.
Brabazon, Ralph A.	Ladd, Mrs. & children
Brayne H. F. R.	Lee, Mr. and Mrs. J. B.
Brent, H. A. W.	Macnamara, R.N., Staff-Surgeon & Mrs. H. W.
Brown, R.E., Col. L. F.	Marten, R.
Brusse, George,	McDermott, A. P. B.
Bryson, A.	Mitchell, Robert
Carre, Arthur R.	Norris, R.N., Surgeon H. L.
Chapman, Mr. & Mrs. A.	Philpot, Leonard D.
Clark, W.	Pollock, K.C., H. E.
Cockell, Edgar	Reid, T. H.
Cockell, Mrs. E. and child	Rumsey, R.N., Hon. R. Murray
Dominch, W.	Sawer, Mrs. W. E.
Ferrier, A.P.D., Col. and Mrs. G. H.	Scott, Charles R.
French, A.S.C., Major G. A.	Sinclair, A.
Fuchs, A.	Smith, F. Findlay
Gibson, Dr Robert	Smith, Findlay
Grant, G. C. Lindsay	Smith, Carl W.
Graves, Chas. A.	Smith, Mr. and Mrs. Harrison F.
Gros, Mr. & Mrs. E. F.	Spalckhaver, W. O. C.
Hamilton, Maj. A. B.	Tattara, Mr. and Mrs. Tug Nob.
Hardy, Lieut. Comdr. Erness. C.	Wenborn, S. T.

VISITORS AT CRAIGIEBURN.

Clutton, Mrs. and child	Helms, W.
Harvey, Lieut. and Mrs. J. S.	Parker, Capt. and Mrs.
Lambelle, Lieut. and Mrs. F. W.	Schmidt, H. W. D.
	Tooker, Mr. and Mrs. Whitlow, Mrs. & child

VISITORS AT THE QUEENS HOTEL.

Boanas, Mr. and Mrs.	Russell, J. S.
Gerard, Capt.	Shepherd, E. B.
Keyt, Dr.	Vanderpoel, Mrs.
Pezare, T.	

THE SHARE MARKET.

LATEST QUOTATIONS.

(APRIL 8th.)

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	LATEST QUOTATION.
BANKS.			
Hongkong and Shanghai Banking Corporation	$ 125	Div. of £1.10/- and bonus of 10/- @ 1/7 = $25.26 for half-year ending 31/12/1902.	$650
National Bank of China, Limited	£ 8	3/1½ on A. shares for 1902	
Do. Founders	£ 1	$1.96¾ on B. shares for 1902 None on Founder shares	$25 buyers $18
MARINE INSURANCES.			
Union Insurance Society of Canton, Limited	$ 100	60 per cent = $30 per share for 1901	$535 sales
China Traders' Insurance Company, Limited	$ 25	16 % = $4 for year ended 30.4.1902	$60
North China Insurance Company, Limited	£ 25	Final of 4 % making in all 8 % for 1901	Taels 200 buyers
Yangtsze Insurance Association, Limited	$ 60	20 % = $12 for 1900	$140 buyers
Canton Insurance Office, Limited	$ 50	28 % = $14 per share for 1901	$165 buyers
FIRE INSURANCES.			
Hongkong Fire Insurance Company, Limited	$ 50	$22½ per share for 1901	$30¾ buyers
China Fire Insumnce Company, Limited	$ 20	$6 per share for 1901	$26½ sales
SHIPPING.			
Hongkong, Canton, and Macao Steamboat Company, Limited	1 15	$1½ for half-year ending 31.12.1902	$38½ sales
Indo-China Steam Navigation Company, Limited	£ 10	Fin. of 12/- making £ 1 per share for 1901	$108 buyers
China and Manila Steamship Company, Limited	$ 50 / $ 25	10 % for 1900	$27 buyers / $2 buyers
Douglas Steamship Company, Limited	$ 50	Div. of $3 per share for year ended 30.6.1902	$43 buyers
"Star" Ferry Company, Limited	$ 10 / $ 5	$1.20 / 30 cts. = 12% for year ending 30.4.02	$27 buyers / $14½ buyers
"Shell" Transport and Trading Company, Limited	£ 1	2nd Interim of 9d. making 2/ for 1901	£1 7/6 buyers
Shanghai Tug Boat Company, Limited	Taels 100	Final of 7 % making 20 % for 1902	Taels 340 ex div.
Taku Tug and Lighter Company, Limited	Taels 50	Final of 5 % making 7 % for the year	Taels 53
Shanghai Cargo Boat Company, Limited	Taels 100	Final of 7 % making 13 % for 1902	
Co-operative Cargo Boat Company, Limited	Taels 100	Final of 7 % making 13 % for 1902	Taels 172½ ex div. buyers
REFINERIES.			
China Sugar Refining Company, Limited	$ 100	Fin. of $7 making $12 for 1901	$110 buyers
Luzon Sugar Refining Company, Limited	$ 100	$3 per share for 1897	$12
Perak Sugar Cultivation Company, Limited	Taels 50	Fin. of 7 % making 12 % for the year	Taels 70
MINING.			
Punjom Mining Company, Limited	$ 10½	None	$3¼ buyers
Punjom Mining Preference Shares	$ 1	None	45 cents sellers
Société Française des Charbonnages du Tonkin	Francs 250	Int. of Frs. 30 per share for 1901	$600 sellers
Jelebu Mining and Trading Company, Limited	$ 5	5 % for ½-year end. 31.7.94 (Coupon 9)	$1 buyers
Raub A'lian Gold Mining Company, Limited	£0 18s. 10d.	No. 12 of 1/- per share	$8 sellers
Chinese Engineering & Mining Company, Ld.	£ 1	7¼ % = 1/6 per share (Coupon No. 1)	Taels 7.80 sales
DOCKS, WHARVES AND GODOWNS.			
Hongkong and Whampoa Dock Company, Limited	$ 50	Div. of 10 % and bonus of 2 % for half-year ending 31.12.02	$215 sellers
S. C. Farnham, Boyd & Co., Ld.	Taels 100	Interim of Tls. 7	Taels 192½ buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	$ 50	Final of $2½ making $4½ for 1902	$95 buyers
New Amoy Dock Company, Limited	$ 6¾	$2½ for 1901	$39 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Final of Tls. 12 making Tls. 18 for 1902	Taels 305 sellers
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Company, Limited	$ 10	8 % = 80 cents per share for 1902	$9¾
Hongkong Land Investment and Agency Company, Limited	$ 100	Final of $6 making $12 for 1902	$175 buyers
Kowloon Land and Building Company, Ltd.	$ 30	$2.30 per share for 1902	$42½ buyers
West Point Building Company, Limited	$ 50	Final of $1.60 making $3.10 for 1902	$55 sellers
Hongkong Hotel Company, Limited	$ 50	$6 for and half-year making $12 for 1902	$144 buyers
Oriente Hotel Company, Limited (Manila)	$ 50	8 % = $4 for half-year ending 31.12.1900	$27½
Astor House Hotel Co., Limited (Shanghai)	$ 25	15 % for half-year ending 31.12.01	$30 sellers
Hotel des Colonies Co., Ld. (Shanghai)	Taels 25	First year	Taels 17 buyers
Queen's Hotel (Wei-hai-wei)	Taels 25	First year	Taels 25
Humphreys Estate and Finance Company, Limited	$ 10	9 per cent. for 1902	$12 buyers
Shanghai Land Investment Company, Limited	Taels 50	Interim of 6 % for 1902	Taels 112 sellers
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	$ 10	Final of 60 cents making $1 per share	$17 sellers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	3 % for period ended 31.10.97	Taels 38½ buyers
International Cotton Manufacturing Company, Limited	Taels 100	Interim of 3 % on account of 1898	Taels 40 sales
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Int. div. of 4 % on acct. of 1898 on 6,000 shares	Taels 40 buyers
Soy Chee Cotton Spinning Company, Limited	Taels 500	4 % for period ended 31.12.00	Taels 160
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Limited	$ 500	25 % for year ending 30.6.1900	$350 buyers
Philippine Tobacco Trust Co., Limited	$ 50	None	$18 sales
Shanghai-Sumatra Tobacco Company, Ld.	Tls. 20	Final of Tls. 2.60 making Tls. 4.60 for the year	Taels 55 sales
MISCELLANEOUS.			
Green Island Cement Company, Limited	$ 10	12 % = $1.20 per share for 1902	$22½ buyers
China-Borneo Company, Limited	$ 12	First year	$10 buyers
A. S. Watson & Co., Limited	$ 10	Interim of 5 % for 1902	$14½ buyers
Watkins, Limited	$ 10	90 cents per share for 1901	$8¾ buyers
Hongkong Electric Company, Limited	$ 10	80 cents for year ending 30.4.1902	$14 sellers
Hongkong Electric Company, Limited	$ 5	40 cents for year ending 30.4.1902	$7½ buyers
Hongkong and China Gas Company, Limited	£ 10	10 % div. and 1 % bonus for 1901	$140 buyers
Hongkong Rope Manufacturing Company, Limited	$ 50	$10 for 1902	$110 buyers
Geo. Fenwick & Co., Limited	$ 25	15 per cent = $3.75 for 1902	$47 buyers
Hongkong Ice Company, Limited	$ 25	Final of $12, making $16 for 1902	$232½ sales
Hongkong High-Level Tramways Co., Ltd.	$ 100	$18 for year ending 31.12.1902	$325
Dairy Farm Company, Limited	$ 6	75 cents for year ending 31.7.1902	$11 buyers
Hongkong and China Bakery Company, Limited	$ 50	5 per cent. = $2½ for 1901	$40
Campbell, Moore & Co., Limited	$ 10	Div. of $2½ for 1901	$10
Bell's Asbestos Eastern Agency, Limited	£0 12s. 6d.		£2½ buyers
United Asbestos Oriental Ag'cy, Limited	$ 4	80 cents per share	$8½ buyers
Do. Founders.	$ 10	$19.80 per share	$155
Universal Trading Co., Limited	$ 20	Interim of $1.20 per share	$22 buyers
Hongkong Steam Water-boat Co., Limited	$ 10	Final of 6 % making 12 % for the year	$11.90 sales
China Light and Power Co., Limited	$ 20	None	$10
Robinson Piano Co., Limited	$ 50	5 % = $2½ for half-year 1901	$50
Manila Investment Co., Limited	$ 50	None	$15 buyers
William Powell, Limited	$ 10	Final of 50 cents making $1 per share	$10 buyers
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat	Guilders 100	2nd Interim Dividend of Tls. 7½ per share	Taels 365 buyers

Telegraphic Address—"Rialto."
Telephone No. 148.
P. O. Box No. III.

BENJAMIN, KELLY & POTTS,
Share Brokers.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Rohilla Maru	Manila	Toyo Kisen Kaisha	To-morrow
Coromandel	Singapore	P. & O. S. N. Co.	To-morrow
Namsang	Singapore	Jardine, Matheson & Co.	April 11th
Indravelli	Japan	P. & A. S. S. Co.	April 12th
Kagoshima Maru	Singapore	Nippon Yusen Kaisha	April 13th
Empress of India	Japan	Canadian Pacific Railway Co.	April 14th
Sachsen	Japan	Melchers & Co.	April 14th
Coptic	Japan	Pacific Mail S. S. Co.	April 15th
Bayern	Singapore	Melchers & Co.	April 16th
America Maru	San Francisco	Pacific Mail S. S. Co.	April 23rd
Tartar	Vancouver	Canadian Pacific Railway Co.	April 26th
Korea	San Francisco	Pacific Mail S. S. Co.	May 2nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

SALE OF MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,

28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers, Haberdashers and General Outfitters.

SALE OF SILKS.

April 1st to 30th.

Sale! Sale!! Sale!!!

FOR ONE MONTH ONLY.

APRIL 1st to 30th, 1903.

GOODS REDUCED BELOW COST.

THE WHOLE OF OUR STOCK OF SUMMER MUSLINS, PRINTS, SHIRTINGS, PRINTED SATEENS, SILKS, FANCY FLANNELS, CASHMERES, ETC., ETC.

MUST BE CLEARED TO MAKE ROOM FOR NEW STOCK.

Note Our Prices! **Note Our Prices!!**

MUSLINS.

PRICE.	*SALE PRICE.*
$1.00	$0.50
.90	.20
.85	.40
.75	.25
.50	.10

SILKS.

PRICE.	*SALE PRICE.*
2.90	1.90
4.00	2.50
1.50	.60
2.00	1.00
3.25	2.00
2.50	1.25

DRESS GOODS.

PRICE.	*SALE PRICE.*
3.25	2.00
3.00	1.00
2.00	.75
2.25	1.25
2.50	1.25
1.75	.50

SHIRTINGS.

PRICE.	*SALE PRICE.*
$0.75	$0.25
.35	.15
.35	.10
.25	.10
.45	.20

FLANNELS.

PRICE.	*SALE PRICE.*
1.50	1.00
1.25	.65
1.00	.65
.75	.45
1.50	1.00

WHITE DRESS GOODS.

PRICE.	*SALE PRICE.*
1.50	.50
1.90	1.00
1.85	1.00
2.00	1.25
1.75	.25
1.25	.50

WE INTEND TO MAKE THIS A RECORD SALE AND HAVE REDUCED NO LESS THAN **850 PATTERNS** OF VARIOUS PIECE GOODS WHICH HAVE BEEN MARKED FAR BELOW COST AND WILL BE WORTH KEEPING SHOULD YOU NOT WANT THEM FOR IMMEDIATE USE.

THIS OFFER WILL LAST FOR ONE MONTH ONLY. DO NOT MISS YOUR OPPORTUNITY. ABSOLUTELY NO DISCOUNT, CASH WITH ORDER.

Note the Address

WM. POWELL, LTD.,

34, QUEEN'S ROAD,
HONGKONG.

First Floor Upstairs
OPPOSITE POST OFFICE.

March 30th.

R. G. HECKFORD,
MANAGER.

Printed and Published by JOSÉ PEDRO BRAGA, for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1 Ice House Road, in the City of Victoria, Hongkong.